THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) Agitations took place at stations viz. Gangadharpur, Sompeta, Mandasa, Manjuri Road, Puri, Khurda Road, Bhubaneswar, Barang, Cuttack, Jonapur, Khallikot, Jakhapura, Jaipur, Keonjhar road, Kapali Road PH, Kapilas Road, Soro, Jaleswar, Baitarani Road, Nirakarpur, Berhampur, Rambha etc.

(c) Various stoppages were provided to certain trains and a through coach between Puri-Tirupati was introduced with effect from 1-1-1989. During the May'89 time table, 979/980 Howrah-Tirupati Express is proposed to be rescheduled and 215/216 Palasa-Bhubaneswar Passenger has been restored from 1-3 1989 The arrival and departure schedules of Neelachal group of trains in Delhi area are being made more convenient.

(d) No, Sir.

(e) Does not arise.

Computerised Reservation System at Cuttack

1481. SHRI SUBAS MOHANTY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have any proposal to introduce computerised reservation system at Cuttack Railway station in Orissa,

(b) if so, by when such a system would be introduced; and

(c) what steps have been taken in that direction?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) This work has been included in the Works Programme for 1989-90. The progress will depend upon availability of resources in VIII Plan.

Setting up of Women's Polytechnics in the Country

1482. SHRI SUBAS MOHANTY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) what is the number of residential Women's Polytechnics set up in the country on regional basis in the central sector;

(b) the location of those polytechnics;

(c) whether the Orissa Government had requested for establishment of such residential polytechnics for women at Bhubaneswar; and

(d) if so, what steps have been taken by Government in this regard?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) None.

(b) Does not arise.

(c) Yes.

(d) The proposal is under consideration.

Construction of Road Bridges in Orissa

1483. SHRI SUBAS MOHANTY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the number of road bridges in the central sector which are under construction in Orissa at present;

(b) in which year the construction work on these bridges started;

(c) what is the estimated cost of those bridges; and

(d) what is the amount of money spent on the construction of each of those bridges, so far?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) to

(d) Tnere are 18 bridges under construction on National Highways and 3 bridges on other roads in Orissa in the Central Sector at present The position of these bridges is given in the attached statements. [*See* Appendix CXLIX, Annexure No. 80 A]

Recognition to the Indian Veteran Athletes Federation

1484. SHRI SHANKARRAO NARAYANRAO DESHMUKH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether it is a fact that the Indian Veteran Athletes Federation has sought recognition by Government;

(b) whether such recognition has been given; and

(c) if not, what are the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SMT. MARGARET ALVA): (a) Yes, Sir.

(b) No, Sir.

(c) Since the Government of India has recognised the Amateur Athletic Federation of India (AAFI) as the National Sports Federation responsible for athletics in India for all age groups of athletes, the question of recognition to other national federations claiming to represent veteran athletes in India does not arise.

हिन्दी के माध्यम से तकनीकी शिक्षा का दिया जाना

1485. **डा० रत्नाकर पाण्डेय** : क्या **मानव संसाधन विकास** मंत्री यह बताने की कृपा करेंगे कि.

(क) क्या देश के विश्वविद्यालयों मे तथा उच्च शिक्षा के विभिन्न संस्थानों में इंजीनियरी, चिकित्सा आदि तकनीकी विषयों की शिक्षा हिन्दी माध्यम से देने की तथा उन विषयों से संबंधित परीक्षाओं को हिन्दी माध्यम से भी लेने की व्यवस्था की गयी है ; और

(ख) यदि नहीं, तो क्या इस संबंध में कोई योजना बनायी गयी है: यदि हां, तो हिन्दी माध्यम से शिक्षा देने और परीक्षा करवाने की व्यवस्था कब तक कर दिए जाने की संभावना है?

मानव संसाधन विकास मंत्रालय में शिक्षा तथा संस्कृति विभागों में राज्य मंत्री (श्री एल० पी० साही): (क) और (ख) अखिल भारतीय तकनीकी शिक्षा सलाहकार परिषद् ने 1978 में आयोजित अपनी बैठक में देश में तकनीकी शिक्षा की संस्थाओं में हिन्दी/अन्य क्षेत्रीय भाषाओं में शिक्षा प्रदान करने के प्रश्न पर विचार किया और निम्नलिखित संकल्प पारित किया :-

"परिषद् ने नोट किया कि सभी स्तरों पर उत्तरोत्तर रूप से शिक्षा के माध्यम के रूप में क्षेत्रीय भाषाओं को लागू करना केरीय सरकार की नीति है। इस सन्दर्भ में, पाठ्य-पुस्तकों तथा अन्य शैक्षिक सामग्रियों के माध्यम से जो, अभी तक तत्काल उपलब्ध नहीं है, अंग्रेजी से क्षेत्रीय भाषाओं में परिवर्तन करने के लिए पर्याप्त तैयारी करने की आवश्यकता के बारे में विचार व्यक्त किए गए थे। वर्तमान की भाँति अंग्रेजी के अतिरिक्त किसी अन्य भाषा में शिक्षा. प्रदान करने के प्रश्न पर, तकनीकी कार्मिकों का देश के एक भाग से दूसरे भाग में आने-जाने तथा उन व्यक्तियों के लिए जिन्होंने एक विशेष भाषा में प्रशिक्षण प्राप्त किया है, अच्छे रोजगार की उपलब्धता के सन्दर्भ में भी विचार किया जाना है।"

उचित विचार-विर्मश के बाद, यह निर्णय किया गया है कि वर्ष 1990 से आगे अंग्रेजी सहित आठवीं अनुसूची में शामिल सभी आधुनिक भारतीय भाषाओं में भारतीय प्रौद्योगिकी संस्थानों में दाखिले के लिए संयुक्त प्रवेश परीक्षा आयोजित की जाए।

जहां तक चिकित्सा शिक्षा का सम्बन्ध है, भारत सरकार का यह दृष्टिकोण है कि इस तथ्य को ध्यान में रखते हुए कि जब तक पाठ्य-पुस्तकें सभी राष्ट्रीय भाषाओं में उपलब्ध नहीं हो जाती तब तक देश में चिकित्सा शिक्षा के समान स्तर को बनाए रखने की आवश्यकता है, अतः भारतीय परिषद् द्वारा दी गई सलाह के अनुसार, भाषा का माध्यम अंग्रेजी ही जारी रहेगा। जहां तक मेडिकल कालेजों में दाखिले के लिए परीक्षाओं के माध्यम का प्रश्न है, सरकार को इसमें कोई आपत्ति नहीं है, बशर्ते कि चिकित्सा पाठ्यक्रमों में दाखिले की लिए मानदण्ड के सम्बन्ध में भारतीय चिकित्सा परिषद् के विनियमों को अपनाया जाए।

Using of the same Railway rake by Baroda Express and Sayajinagri Express

1486. SHRI RAOOF VALIULLAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the same rake is being used for the Baroda Express and the Sayajinagri Express running between Baroda and Bombay Central; if so, what is the gap between arrival of one train and departure of the other at each destination;

(b) what is the number of trips which the rake undertakes before maintenance is taken up and whether there have been complaints of unclean coaches for want of time;

(c) whether it is a fact that the departure of one train depends upon the arrival of the other in time and whether there have been frequent delays on accounts of this factor; and

(d) what is the standard pattern of maintenance of coaches between the actual journey of the trains and whether the same is being followed vigorously in case of these two trains?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) Yes, Sir. 1 hour, 20 minutes at Vadodara and 45 minutes at Bombay Central.

(b) Maintenance is given at the end of each trip. There is no complaints of uncleaned coaches for want of time.

(c) Yes, Sir There have, however, not been frequent delays on this account.

(d) Coaches are given primary maintenance at the nominated terminal before commencement of journey(s), secondary maintenance at the other end and periodical overhaul as per prescribed interval in workshops. This is being followed in this case.

Rail link for the Inland Container Depot at Delhi to Kandla Port

1487. SHRI RAOOF VALIULLAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to provide rail link for Inland Container Depot (ICD) at Delhi to Kandla Port; if so, by when a final decision in this regard would be taken;

(b) whether container traffic would be encouraged by the Railways, in view of Kandla port being the only outlet for the entire Northern India; and

(c) whether Government also propose to link other Inland Container Depots, with major ports in the country; if so, what are the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) and (b) At present it is not feasible to accept ISO container traffic from Kandla Port to Inland Container, Depot, Delhi on account of inadequate capacity. The proposal will be considered when the new Inland Container Depot is commissioned at Tughlakabad.

(c) At present Bombay Port is linked to Delhi and Ludhiana; Madras Port to Bangalore, Coimbatore, Guntur and Anaparti; Haldia Port to Guwahati and Cochin Port to Bangalore and Coimbatore ICDs. Linkage of other ICDs with Ports will be considered as and when ICD facilities are developed.

Losses Suffered by the Shipyards

1488. SHRI RAOOF VALIULLAH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that various shipyards in the country are suffering huge losses; if so, what are those shipyards and what are their accumulated losses and the resons therefor;

(b) what is the basis of the price fixation by Government of the indigenously built ships and whether adequate subsidy is extended to bridge the cost price gap; if so, what are the details thereof;

(c) whether it is also a fact that the debt servicing charges have put heavy financial burden on Cochin shipyard Ltd., if so, what is the present interest burden, per annum, an the rate of interest; and

(d) whether Cochin Shipyard Ltd has represented to Government for financial assistance; if so, what are these proposals and whether they are being considered by Government?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes, Sir. Except Goa Shipyard Ltd., all the Public Sector shipyards under Government of India have accumulated losses. The details of the accumulated losses, as on 31-3-88, are as follows:—

(Rs. in crores)

S.No.	Name of the shipyard	Accumulated losses	
1.	Hindustan Shipyard Ltd., Visakhapatnam	147.23	
2.	Cochin Shipyard Ltd., Cochin	91.05	X'
3.	Hoogly Dock & Port Engineers Ltd., Calcutta	10.06	

'X' (These shipyards are under the administrative control of Ministry of Surface Transport).

4.	Mazagon Dock Ltd., Bombay.	95.56	'X'
5.	Garden Reach Shipbuilders & Engineers Ltd., Calcutta	99.49	

'X' (These shipyards are under the administrative control of Ministry of Defence).

The main reasons for the losses are :

(i) The difference between end price of indigenously built ships and the actual cost of production, as the present pricing formula is related to international parity price and not to the actual cost of production.

(ii) Heavy interest burden on the loan portion of the capital structure of the compay and working capital loans from banks.

(iii) Higher cost of indigenous inputs.

(iv) Longer delivery time due to long lead time required for procurement of

indigenous inputs and relatively lower productivity.

(b) The price of indigenously built ships for civilian use are fixed on the basis of International Parity Price (IPP). This is arrived at by striking the average of the valuations received from reputed foreign ship valuers in three or four leading shipbuilding countries. To this IPP 10% is added for import-substitution, payable by the shipowners. Also Govt. provides to shipyards 20% of IPP as subsidy. The extent of subsidy now made available to the shipyards is inadequate to meet the cost-price gap.

(c) Yes, Sir. The present interest burden which CSL has to bear on loans provided by Government, is aboutRs. 12 crores per annum. The effective rate of interest on various types of loans are as follows :

Rate of effective interest per annum

1.	Loans for construction of Cochin Shipyard Project	4½%
2.	Working capital loans	12.5% to 15%
3.	Ways and means loans	17%
4.	7th Plan loans (loans for developmental schemes)	12.5% to 15%

(d) Yes, Sir. The proposals made by CSL include revision of pricing formula, restructuring of capital base by converting loans into equity, interest holiday and moratorium on all loans upto 31.3.89, reimbursement of cash losses, treating shipbuilding industry, as an export industry, exemption from sales tax etc. These proposals are being considered by Government.

1489. [*Transferred to the* 14*th March*, 1989].

Reconstitution of Board of Directors of ITDC

1490. SHRI V. GOPALSAMY: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether a Managing Director has been appointed in ITDC; if so, when and for how long, stating the terms of his appointment;

(b) whether the Board of Directors of ITDC has been constituted; if so, what are the names of members of the Board and their term; and

(c) if not, what steps are being taken by Government to constitute the said Board ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) A CMD has been appointed in the ITDC *w.e.f.* 31.10.1988 upto July 23, 1990. The terms of his appointment are indicated in statement. (*See* below)

(b) and (c) The Board of Directors of ITDC, as at present, is as under :—

(1) Shri R. K. Lakshman, Chairman-cum-Managing Director.

(2) Shri B. K. Goswami, Director General of Tourism & *ex-officio* Additional Secretary to the Government of India.

(3) Shri S. Krishnamoorthy Joint Secretary, (Finance) Ministry of Civil Aviation & Tourism

* Official Directors.

Appointment of non-official Directors is under process.

Statement

1. *Period of appointment:*
The appointment will be from the date of assumption of charge up to 23rd July, 1990. The appointment will be terminable by either side on three months' notice, in writing, or with salary in lieu thereof, without assigning any reason.

2. *Pay:*
The scale of pay will be Rs. 4,000—4,500 in Schedule 'B' scale of pay of public sector enterprises.

3. *T.A.*.
T. A. & D. A. will be paid by ITDC for journeys performed in connection with the Corporation's work, as admissible under their rules.

4. *Medical facilities:*
As admissible under the rules of the Corporation.

5. C&MD will be governed by the ITDC Conduct, Discipline and Appeal Rules subject to such modifications as will be necessitated by the fact that the appointing authority in his case is the President.

6. *Transport*
ITDC will provide a car subject to the conditions laid down in the Ministry of Finance's OM No. F. 2(18)/PC/64 dated 20.11.1964, as amemded from time to time.

7. *Accomodation:*
The Corporation may arrange to provide residential accommodation for him. If the accommodation is hired, the monthly rental will be within the stipulation made in the Ministry of Finance's OM No 2(242)/68-BPE (GM) dated 6-9-1968 as amended from time to time.

Failing the prvision of residential accommodation by ITDC, House Rent Allowance will be paid, as admissible under the rules of the Corporation.

8. *Leave:*
ITDC's leave Rules will be applicable.

Development of Railway Stations as Model Stations

1491. SHRI V. GOPALSAMY: Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways have decided to develop some of the Railway Stations as Model ones; if so, what are their names;

(b) what is the estimated cost to develop each of them as model station;

(c) the funds allotted for the purpose to each of these stations during the last year and out of it how much has been spent so far; and

(d) by when the whole project is likely to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) to (c) 67 stations have been selected for being developed as Model Stations on the Railways. The details of the estimated cost, funds allotted during 1987-88 and expenditure incurred upto the end of March 1988, for each of these model stations, are indicated in the statement attached. [*See* Appendix CXLIX, Annexure No. 80 B]

(d) Works are in progress at all the stations, commensurate with the availability of funds, and are likely to be completed by the middle of the Eighth Plan.

Infrastructure development programme for four international airports

1492. SHRI PARVATHANENI UPENDRA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the International Airports Authority of India has decided to implement an infrastructure development programme to improve the four international airports in the country; and

(b) if so, what are the details of the programme and by when it is likely to be completed?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) Yes, Sir.

(b) A new International Terminal at Madras Airport is expected to be commissioned in April, 1989. The expansion of Domestic Terminal at Bombay Airport and construction of a New International Terminal at Calcutta Airport are scheduled to be completed in 1991. IAAI plans to construct a third module at the New International Terminal at Bombay Airport which will take about 43 months for completion after commencement of work.

Scheme of Internship for Post Graduates of Institutes of Hotel Management, Catering and Applied Nutrition

1493. DR. BAPU KALDATE : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether ITDC has any scheme for internship for those doing post graduate diploma in Hotel Administration from the Institutes of Hotel Management, Catering and Applied Nutrition of Bombay and Delhi; and

(b) if not, by when such a scheme is likely to be introduced?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL) : (a) No, Sir.

(b) No specific internship Scheme has been drawn up by ITDC. However, as a part of the training programme for the Post-graduate diploma course in Hotel Administration, industrial training is managed by the Institutes in leading hotel chains, including ITDC.

Surveys by World Tourism Organisation

1494. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) what are the details of the proposed special surveys to be conducted by the World Tourism Organisation of the United Nations in India;

(b) whether these surveys include the development of hotel industry in tourist spots; and

(c) if so, what are the details of Indian participation in the proposed development of the hotel industry?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL) : (a) to (c) The World Tourism Organisation has been requested to undertake a Tourism Potential Survey in Himachal Pradesh, Jammu & Kashmir and hill districts of Uttar Paradesh. However, the W.T.O. has not given any firm commitment on the proposed survey so far. Since no decision has been taken on the subject either by the Government or by W.T.O., the details have not been worked out.

मण्डावार एक्सप्रेस से सवारी डिब्बों का हटाया जाना

1495. **श्री भंवर लाल पंवार** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि आश्रम एक्सप्रेस को दिल्ली से अहमदाबाद के लिए नियमित करते समय

दिल्ली से जोधपुर के लिए चलने वाली "मण्डावर एक्सप्रेस" में दो सवारी डिब्बें जो काट कर कम कर दिए गए थे वह कब से पुनः जोड़े जायेंगे?

रेल मंत्रालय में उप मंत्री (श्री महाबीर प्रसाद): गाड़ी सेवाओं का पुनर्गठन जिसमे उनका भार, अनुसूची आदि शामिल है एक सतत् प्रक्रिया है और समय-समय पर व्यावहारिक परिवर्तन किये जाते हैं।

Setting up of Science Museums in the Country

1496. SHRI MOHINDER SINGH LATHER: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government have a proposal under consideration to set up eight science museums;

(b) if so, what are the details thereof; and

(c) what are the names of the places where the said museums are likely to be set up?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI) : (a) and (b) The National Council of Science Museums, Calcutta, which is engaged in the task of popularising science in the country, proposes to set up 5 new Regional Science Centres, 10 new Sub-Regional Science Centres, 10 new District Science Centres and 1,000 School Science Centres during the Seventh Plan Period.

(c) The locations of the new Science Centres being set up are subject to the outcome of negotiations with the different State Governments going on presently for acquiring land. Land has been acquired at Tirupati for a regional science centre.

Five star deluxe hotels in the capital

1497. SHRI MUKHTIAR SINGH MALIK: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government propose to set up more five star deluxe hotels in Delhi during the next three years;

(b) if so, what are the details thereof;

(c) by when these hotels are likely to be set up; and

(d) what funds have been allocated by Government for this purpose?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) At present there is no such proposal.

(b) to (d) Does not arise in view of (a) above.

Visit of the President of Turkey to India

1498. SHRI MUKHTIAR SINGH MALIK: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the President of Turkey visited India in the third week of February, 1989;

(b) if so, what is the nature of talks held between him and the Indian leaders; and

(c) whether any decision was arrived at; if so, what are the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) President Evren of Turkey visited India from February 22 to 26, 1989.

(b) and (c) The significance of President Evren's visit lay in the fact that it was the first ever Presidential visit from Turkey to India. He had talks with our President and Prime Minister. He met the Commerce Minister as well. At the talks bilateral ties were reviewed and

perceptions on various issues of international interest exchanged. The visit also provided an occasion to both sides to express their political will to expand and deepen relations, including economic and commercial.

इलाहाबाद शहर और प्रयाग के स्टेशनों की मरम्मत और उनका नवीकरण

1499. **श्री सत्य प्रकाश मालवीय:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इलाहाबाद शहर और प्रयाग स्टेशनों की मरम्मत और नवीकरण का कोई प्रस्ताव है;

(ख) यदि हां तो उसका ब्यौरा क्या है ; और

(ग) कितनी धनराशि खर्च किये जाने का प्रस्ताव है और कार्य के कब तक पूरा हो जाने की सम्भावना है?

रेल मंत्रालय में उप मंत्री (श्री महाबीर प्रसाद): (क) और (ख) इलाहाबाद सिटी स्टेशन को आंदर्श स्टेशन के रूप में विकसित किये जाने के लिए चुना गया है। जिन सुविधाओं की व्यवस्था की जानी है उनमें पीने का पानी, प्रसाधन, प्लेटफार्मों तथा छतदार प्लेटफार्मों में सुधार, प्रतीक्षालय, बेहतर बुकिंग सुविधाएं, परिचलन क्षेत्र मे सुधार आदि शामिल हैं। इस समय प्रयाग स्टेशन की मरम्मत और नवीकरण का कोई प्रस्ताव नहीं है।

(ग) इलाहाबाद सिटी स्टेशन के ढांचे में परिवर्तन पर 67.48 लाख रूपये खर्च किये जाने की सम्भावना है तथा विभिन्न चरणों मे कार्य के आठवीं योजना के मध्य तक पूरा हो जाने की आशा है।

Vacant post of Deputy Commissioner of Kendriya Vidyalaya Sangathan

1500. SHRI ASHOK NATH VERMA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) what are the details of vacant posts of Deputy Commissioners of Kendriya Vidyalaya Sangathan as on date;

(b) what are the details, if any, of those selected for the posts; and

(c) what are the reasons for not filling up the vacant posts?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) to (c): Two posts of Deputy Commissioners of Kendriya Vidyalaya Sangathan are vacant. Action has been initiated to fill up these posts as per rules.

Inter-regional transfers of teachers of Kendriya Vidyalaya Sangathan

1501. SHRI ASHOK NATH VERMA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) what are the details of teachers of different categories in Kendriya Vidyalaya Sangathan who have been transferred inter-regionally on compassionate (medical) grounds before and after the 20th November, 1988 during the current academic session; and

(b) what are the grounds on which teacher's requests for inter-regional transfers are being considered and acceded to after 20th November, 1988?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI) : (a) 23 teachers (6 PRTs, 1 Head Mistress, 7 TGTs and 9 PGTs) were allowed inter-regional transfer before 20th November, 1988 on compassionate (medical) grounds. One Trained Graduate Teacher has been allowed inter-regional transfer after 20th November, 1988 on compassionate (medical) grounds.

(b) The Transfer requests on compassionate grounds involving terminal illness and compelling administrative reasons are being considered and acceded to, to the extent possible.

Pay scales of different categories of teachers

1502. SHRI YALLA SESI BHUSHANA RAO: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) what are the details of pay scales of teachers of different categories which are being paid in different States and Union Territories, as on 1st January, 1989; and

(b) what are the details of dearness and other allowances which are admissible to the teachers of different categories in the States and UTs?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI) : (a) and (b) In regard to pay scales and Teaching/ Special Allowance payable to teachers in Union Territories except Chandigarh, a statement is attached. (*See* below) Rest of the information sought in the Question is being collected and will be laid on the Table of the Sabha.

Statement

Pay Scales of Schools Teachers in all Union Territories (Except Chandigarh) are as under

Category of School Teachers 1	Revised Pay Scales 2
(a) Primary School Teachers	Rs. 1200-30-1380-EB-30-1560-EB-40-1800-EB-40-2040.
Senior Scale (After 12 years)	Rs. 1400-40-1600-50-1650-EB-50-1950-EB-50-2250-EB-50-2300-60-2600.
Selection Scale (After 12 years in senior Scale and attainment of qualification laid down for TGTs)	Rs. 1640-60-2000-EB-60-2360-EB-60-2600-75-2750-EB-75-2900.
(b) Trained Graduate Teachers / Headmasters of Primary School	Rs. 1400-40-1600-50-1650-EB-50-1950-EB-50-2250-EB-50-2300-60-2600.
Senior Scale (after 12 years)	Rs. 1640-60-2000-EB-60-2360-EB-60-2600-75-2750-EB-75-2900
Selection Scale (After 12 years in Senior Scale and attainment of qualifications laid down for PGTs)	Rs. 2000-60-2300-75-2375-EB-75-2825-EB-75-3200-100-3300-EB-100-3500.
(c) Post Graduate Teachers / Headmasters of Middle School.	Rs. 1640-60-2000-EB-60-2360-EB-60-2600-75-2750-EB-75-2900.
Senior Scale (After 12 years)	Rs. 2000-60-2300-75-2375-EB-75-2825-EB-75-3200-100-3300-EB-100-3500.
Selection Scale (After12 years in Senior scale)	Rs. 2200-75-2650-EB-75-2800-100-3200-EB-100-3800-EB-100-4000

1	2
(d) Vice-Principal / Head Masters of Secondary School	Rs. 2000-60-2300-75-2375-EB-75-2825-EB-75-3200-100-3300-EB-100-3500.
Senior Scale (After 12 years)	Rs. 2200-75-2650-EB-75-2800-100-3200-EB-100-3800-EB-100-4000.

Teaching Allowance is payable @ Rs. 100/- p.m. to Primary School Teachers, Headmasters of Primary Schools, Trained Graduate Teachers, Headmasters of Middle School and Post Graduate Teachers and Special Allowance @ Rs. 150/- p.m. to Vice-Principals and Principals of Senior Secondary Schools and Headmasters of Secondary Schools.

Payment of Allowances and Benefits to Teachers in Kendriya Vidyalaya, Moscow

1503. SHRI ANAND PRAKASH GAUTAM: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to refer to answer to Unstarred Question 68 given in the Rajya Sabha on the 22nd February, 1989 and state:

(a) whether the teachers poseted in Kendriya Vidyalaya, Moscow are being paid allowances and benefits at the rates admissiable to them and whether these are being annexed to the vacancies circulated recently; and

(b) if so, what are the details thereof and if not, what are the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI) : (a) and (b) Yes, Sir. The Circular for the vacancy mentions that allowances and benefits are subject to revision from time to time as per Government of India orders.

1504. [*Transfered to the 14th March*, 1989].

Expansion of Wheel & Axle plant at Yelahanka in Karnataka

1505. SHRI D.B. CHANDRE GOWDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the capacity of Wheel and Axle Palnt at Yelahanka in Karnataka has been expended recently;

(b) if so, what are the details thereof;

(c) what is the amount of investment likely to be made in this regard;

(d) by when the expansion work is likely to be completed; and

(e) to what extent Government propose to discard the import of such equipments.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) No, Sir.

(b) Does not arise.

(c) It is proposed to augment the capacity of wheel production at the Wheel & Axle Plant Yelahanka from 70,000 to 85,000 at an anticipated cost of Rs. 31.89 crores.

(d) The work after approval is likely to take approximately three years to com-

plete depending on availability of funds.

(e) Bare minimum import of equipments may have to be made wherever equipment is not available from the indigenous sources.

Accident deaths by DTC buses

1506. SHRIMATI BIJOYA CHAKRAVARTY. Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the number of deaths caused by Delhi Transport Corporation buses in road accidents in Delhi during January, 1987 and January, 1989; and

(b) what measures Government propose to take for curbing accidents involving Delhi Transport Corporation buses?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a)

January 1987 ... 11
January 1989 ... 16

(b) Steps taken and being taken include training of drivers before putting them on duty, refresher training, enforcement of speed-limit, provision of speed governors in the city route buses, incentives in the shape of awards and recognition for accident-free records Special squads have been deployed by DTC on routes to check that drivers follow traffic rules and drive buses safely.

Development of tourism in Assam

1507. SHRIMATI BIJOYA CHAKRAVARTY: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have recently received any new scheme from the Assam government for the development and promotion of tourism in that State; and

(b) if so, what action Government propose to take theron?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL) : (a) and (b) Receipt of proposals from the State Governments for central financial assistance for development of tourism infrastructure and financial sanction of the projects by the Department of Tourism, is an on-going process. On the basis of the proposals received from the Government of Assam, the Department of Tourism has sanctioned the following tourism projects in Assam during the current financial year :

1. Accommodation and boating facilities at Majuli River Island.
2. Way side facilities at Nalbari.
3. Way side facilities at Rawta.
4. Tourist lodge and other facilities at Silbhetta.
5. Tourist Complex at Samaguri Lake.

Upgradation/shifting of Israeli consulate at Bombay

1508. SHRI BHUVNESH CHATURVEDI : Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there is any proposal under Government's consideration to upgrade or shift the Israeli consulation at Bombay; and

(b) if so, what are the reasons therfor?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO): (a) and (b) No, Sir.

No such proposal is under consideration.

Completion of Alleppey-Kayam Kulan Railway Line

1509. SHRI M.A. BABY: Will the Minister of RAILWAYS be pleased to state:

(a) what is the amount of money allotted for the completion of the Alleppey-Kayam Kulan line and the likely time for completion of the line; and

(b) by when the passenger traffic is likely to start on the Ernakulam-Alleppey rail line?

THE DEPUTY MINSITER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) It is proposed to allot Rs. 6 crores for Alleppey-Kayankulam new B.G. Rail line during 1989-90. Its completion will depend upon the availability of resources in the coming years

(b) In 1989-90.

Promotion of tourism in Kerala

1510. SHRI M. A. BABY: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:.

(a) what are the details of the projects in Kerala sanctioned by the Central Government for 1989-90 for the promotion of tourisum in that State; and

(b) what are the details of projects submitted by the Kerala Government to the Central Government for which clearance has not been given so far, stating the reasons for non-clearance thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) During the current financial year, the Central Department of Tourism has sanctioned three projects in Kerala at an estimated cost of Rs. 166.54 lakhs. These projects are at various stages of implementation.

(b) The Central Department of Tourism has received the following proposals from the Government of Kerala for central financial assistance during 1989-90:

(Rs. in Lakhs)

S.No.	Name of the project	Estimated cost
1.	Floodlighting of Tippu's Fort	8.54
2.	Provision of lighting and Sound & Light show at Kappad Distt. Kozhikode)	30.74
3.	Construction of a Cafeteria at Shanghumukhom Beach, Poonmudi	12.20
4.	Purchase of boats for Ashtamudi lake, Vembanad, Parambikumam, Peppara, *Kumarakom*, Thekkady and Peruvannamuzhi	245.00
5.	Provision of Tourist accommodation and amenities at Peruvannamuzhi, Koshikode	50.00
6.	Kumarakom Tourist Complex phase I and II	185.00

These proposals have not been sactioned so far because they relate to the next financial year *i.e.* 1989-90 which is yet to begin.

Foreign exchange earning from Tourism

1511. DR. YELAMANCHILI SIVAJI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is any proposal under Government's consideration to augment foreign exchange earnings by developing ancient monuments, places of archaeological importance, sea-coast and other tourist spots in Andhra Pradesh;

(b) if so, what steps are being taken in this regard,

(c) whether Government are inviting any private agency, external and internal, for this purpose; and

(d) whether it is a fact that at several places denotification of reserve forest is warranted to undertake and develop tourist centres; if so, what steps are taken to overcome this?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) and (b) The Central Department of Tourism does not undertake development of tourism infrastructure State-wise but scheme-wise. Development of tourism infrastructure at tourist centres is taken up depending upon their potential, existing infrastructure, existing and projected tourist traffic, availability of funds and *inter-se* priorities. During the 7th Five Year Plan so far, the Department has sanctioned a number of projects for development of tourism infrastructure at tourist centres of Andhra Pradesh. These include Yatri Niwas, Sound and Light Show, Tourist Cottages, Water sports equipment, Fairs and Festivals, etc., with the objective of promoting not only domestic tourism but also international tourism which in turn may boost foreign exchange earnings

(c) The Deptt. provides suitable incentives/concessions to the private entrepreneurs who are willing to make investment in tourism-related projects.

(d) While planning for Tourism Development, ecological factors are given due consideration.

Introduction of sanskrit In 10+2 stages In New Education Policy

1512. SHRI SURENDRA SINGH THAKUR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government have received any representation for introduction of Sanskrit as a subject in 10+2 stage New Education Policy;

(b) if so, what are the details thereof; and

(c) it not, whether Government propose to consider the desirability of introducing Sanskrit as a subject in 10+2 stage?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT. (SHRI L.P. SHAHI) : (a) to (c) The National Policy on Education, 1986 (NPE) has endorsed the Three Language Formula as enunciated in the N.P.E., 1968. Both the policies of 1968 and 1986 were debated at length in the Parliament and were approved by the Parliament. The Three Language Formula mentioned in the N.P.E., 1968 has been evolved after long years of deliberations at various levels and represents the consensus in the country. It stipulates that at secondary stage, a modern Indian language preferably one of the Southern language apart from Hindi and English in the Hindi speaking States and of Hindi along with regional language and English in the non-Hindi-speaking States should be taught. The Central Government has all along recommended to States for

faithful implementation of the Three Language Formula. School education is primarily looked after by the State Government. The States have their own agencies to work out and prescribe the scheme of studies to be followed by their schools.

The Central Board of Secondary Education (CBSE) has revised the scheme of studies in September,1988 for secondary examination to ensure faithful adherence to the provisions of N.P.E., 1986. It requires teaching of Hindi, English and a modern Indian language going upto X Board Examination. Sanskrit will be studied as part of Hindi by all students who study Hindi for 10 years. In addition, candidates can offer, on optional basis, Sanskrit as an additional subject. A number of people have written to voice their fear that this arrangement would dilute the teaching of Sanskrit in schools. In this connection it may be noted that there is no intention whatsoever of reducing the importance of Sanskrit. In the revised scheme of studies, Sanskrit as part of Hindi will be studied by a larger number of students than before and since it will be examinable in the Board Examination, it will be studied seriously.

According to the scheme of studies prescribed by the CBSE at +2 Level a candidate can offer two languages. One of these can be Sanskrit.

1513. *[Transferred to the 10th March 1989]*

देश में फ्लाइंग क्लबों को पेश आ रही कठिनाइयां

1514. **श्री ईश दत्त यादव :** क्या **नागर विमानन और पर्यटन** मंत्री यह बताने की कृपा करेंगे :

(क) क्या सरकार देश के तमाम फ्लाइंग क्लबों को जीवित करने और उनके उड़ान के घंटों मे वृद्धि करने विचार कर रही है; और

(ख) यदि हां, तो इस संबंध में ब्यौरा क्या है और यदि नहीं, तो किन-किन फ्लाइंग क्लबों को जल्दी ही बंद कर दिये जाने का प्रस्ताव है?

नागर विमानन और पर्यटन मंत्रालय के राज्य मंत्री (राज पाटिल): (क) और (ख) देश के अधिकांश फ्लाइंग क्लब संतोषजनक ढंग से कार्य कर रहे हैं, इसलिए इनके पुनः चालू करने का प्रश्न नहीं उठता। तथापि,सहायता प्राप्त उड़ान घंटों में वृद्धि का एक प्रस्ताव है। इस समय किसी भी फ्लाइंग क्लब को बंद करने का कोई प्रस्ताव नहीं है।

राजस्थान में राष्ट्रीय राजमार्ग

1515. **डा० अबरार अहमद खान :** क्या **जल-भूतल परिवहन** मंत्री यह बताने की कृपा करेंगे :

(क) सातवीं पंचवर्षीय योजना अवधि के अंत तक राजस्थान में कौन-कौन से मार्गों को राष्ट्रीय राजमार्ग बनाये जाने की संभावना है;

(ख) क्या यह सच है कि सवाई माधोपुर जिले में दो पुल निर्माणाधीन हैं, एक तो पाली ग्राम के निकट, चम्बल नदी पर और दूसरा दुस्सी ग्राम के निकट बनास नदी पर, यदि हां तो क्या इन पुलों के बन जाने के बाद मध्य प्रदेश, राजस्थान और उत्तर प्रदेश को जोड़ने वाला सबसे कम दूरी का कोई नया राष्ट्रीय राजमार्ग अस्तित्व में आ जाएगा; और

(ग) इसके कब तक पूरी तरह से बन जाने की संभावना है, इसकी लंबाई कितनी होगी तथा वर्तमान किन-किन राष्ट्रीय राजमार्गों से यह जुड़ेगा तथा किन-किन जिलों में से होकर गुजरेगा?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री राजेश पायलट): (क) राजस्थान से गुजरने वाली निम्नलिखित 2 सड़कों को हाल ही में राष्ट्रीय राजमार्ग घोषित किया गया है :—

(1) बियावर-सिरोही-कांड़ला रोड
(2) एन एच 8 पर मनोहर पुर से एन एच -11 पर दौसा तक।

सातवीं पंचवर्षीय योजना की समाप्ति तक राजस्थान में किसी नए मार्ग को राष्ट्रीय राजमार्ग घोषित किए जाने की संभावना नहीं है।

(ख) और (ग) अन्तर-राज्यीय अथवा आर्थिक महत्व की राज्य सड़कों के लिए ऋण सहायता के केन्द्रीय सहायता कार्यक्रम के भाग के रूप में 2 पुल निर्माणाधीन हैं। तथापि छोटे से छोटे रूट द्वारा मध्य प्रदेश राजस्थान और उत्तर प्रदेश को जोड़ने वाला कोई नया राष्ट्रीय राजमार्ग घोषित किए जाने का कोई प्रस्ताव नहीं है।

निरस्त्रीकरण में सफलता

1516. **डा० अबरार अहमद खान** : क्या **विदेश** मंत्री यह बताने की कृपा करेंगे कि:

(क) सरकार ने विश्व में निरस्त्रीकरण के लिए क्या प्रयास किये हैं और अब तक इस बारे में क्या सफलता मिली है और कौन-कौन से देश निरस्त्रीकरण की नीति में भारत के साथ हैं;

(ख) क्या भविष्य में विश्व में निरस्त्रीकरण स्थापित करने के लिए कुछ देश सम्मिलित रूप से प्रयास कर रहे हैं; यदि हां, तो इन देशों के नाम क्या हैं; और

(ग) विश्व में निरस्त्रीकरण को बढ़ावा देने के लिए संयुक्त राष्ट्र की क्या भूमिका है?

विदेश मंत्रालय में राज्य मंत्री (श्री के० नटवर सिंह): (क) निरस्त्रीकरण के सामान्य लक्ष्यों को प्राप्त करने की दिशों में द्विपक्षीय संबंधों के स्तर पर और बहुपक्षीय मंचों पर भी सरकार ने भरसक प्रयास किया हैं। एक नाभिकीय अस्त्र मुक्त और अहिंसक विश्व व्यवस्था के लिए कार्य योजना हाल ही में की गई हमारी सबसे महत्वपूर्ण पहल कदमी थी जिसे 9 जून 1988 को प्रधान मंत्री द्वारा वक्तव्य दिये जाने के बाद निरस्त्रीकरण से संबंधित संयुक्त राष्ट्र महासभा के तीसरे विशेष अधिवेशन में प्रस्तुत किया गया था। भारत द्वारा प्रस्तुत की गई इस कार्ययोजना में अन्य बातों के साथ-साथ चरणबद्ध तरीके से वर्ष 2010 तक नाभिकीय हथियारों को पूर्णरूप से समाप्त करने का आह्वान किया गया था। किसी अंतिम दस्तावेज पर कोई सर्व-सम्मति नहीं हो सकी। सभी प्रस्ताव जिनमें हमारी कार्ययोजना भी शामिल है, भारतीय प्रतिनिधिमंडल की पहल पर विशेष अधिवेशन की रिपोर्ट के साथ संलग्न कर दिया गया था। इस प्रकार यह कार्य-योजना संयुक्त राष्ट्र के एक आधिकारिक दस्तावेज के रूप में उपलब्ध है।

संयुक्त राष्ट्र महासभा के हाल ही में सम्पन्न 43वें अधिवेशन में नाभिकीय अस्त्रों का प्रयोग न किये जाने से संबद्ध प्रस्ताव के अतिरिक्त भारत ने "अन्तर्राष्ट्रीय सुरक्षा पर वैज्ञानिक और प्रौद्योगिकी विकासों का प्रभाव संबंधी एक नया प्रस्ताव पेश किया। इस प्रस्ताव को भारी बहुमत से स्वीकार किया गया तथा इस प्रस्ताव में महासचिव से अनुरोध किया गया कि वे अर्हता प्राप्त विशेषज्ञों की सहायता से वैज्ञानिक तथा प्रौद्योगिकी के क्षेत्र में प्रगति विशेषकर सैन्य क्षमता वाली उपयोगों की प्रगति का अध्ययन करें। तथा अंतर्राष्ट्रीय सुरक्षा पर उनके प्रभाव का मूल्यांकन करें और महासभा के अगले अधिवेशन में इस विषय पर एक रिपोर्ट प्रस्तुत करें।

(ख) निरस्त्रीकरण के लक्ष्य की प्राप्ति की दिशा में बहुत से देश संयुक्त रूप से प्रयास कर रहे हैं। भारत गुट निरपेक्ष आंदोलन के भीतर और अर्जेन्टिना, ग्रीस, मेक्सिको, स्वीडन और तंजानिया के साथ मिलकर छह राष्ट्रों की पहल के अंग रूप में इस प्रकार से प्रयास कर रहा है।

(ग) निरस्त्रीकरण के क्षेत्र में संयुक्त राष्ट्र महासभा एक महत्वपूर्ण विचार-विमर्श निकाय है। जब संयुक्त राष्ट्र महासभा का अधिवेशन नहीं चल रहा होता है तो उस समय संयुक्त राष्ट्र निरस्त्रीकरण से सम्बद्ध मामलों पर बातचीत करने के लिए एक मंच के रूप में काम करता है। महासभा की विभिन्न समितियों और कार्य दल जिनमें विश्व निरस्त्रीकरण सम्मेलन से संबद्ध तदर्थ समिति तथा महासागर संबंधी तदर्थ समिति भी शमिल है, इस समय निरस्त्रीकरण संबन्धी मामलों की दिशा में सक्रिय रूप से कार्य कर रहे हैं। जेनेवा में निरस्त्रीकरण से संबद्ध 40 सदस्य सम्मेलन संयुक्त राष्ट्र के भीतर एव एकल बहुपक्षीय निरस्त्रीकरण मंच है। निरस्त्रीकरण वे संबंध में सूचना देने, शिक्षित करने तथा सार्वजनिव समझबूझ जागृत करने और इसके लिए समर्थन जुटा की विशिष्ट भूमिका विश्व निरस्त्रीकरण अभियान द्वारा व जा रही है जिसकी शुरुआत 1982 में संयुक्त रा महासभा के निरस्त्रीकरण से संबद्ध द्वितीय विशे अधिवेशन में की गयी थी।

Teachers deprived of the benefits admiss ible under F.R. 22-C

1517. SHRI ISH DUTT YADAV: Wi the Minister of HUMAN RESOURCI

DEVELOPMENT be pleased to state:

(a) whether it is a fact that members of teaching and non-teaching staff of the Kendriya Vidyalaya Sangathan when promoted to a higher post and granted selection grade in the lower post with retrospective effect, are deprived of the benefits admissible under 22-C; and

(b) if so, what are the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI). (a) and (b) Yes Sir.

This is as per Government of India letter No.11014/26/12-UT.1 dated 11.10.1972 extract of which reproduced below :—

"A person who has been allowed a lien in the Selection Grade can be allowed only the protection of the higher substantive pay accruing to him in the Selection Grade if the pay drawn by him in the higher officiating grade happens to be lower but he cannot have the benefit of refixation of pay under the normal F.Rs., namely. F.R. 22-C afresh consequent on his notional appointment in the Selection Grade of the lower grade."

Surplus yoga teachers in Kendriya Vidyalayas

1518. SHRI ISH DUTT YADAV: Will the Minister of HUMAN RESOURCE DVELOPMENT be pleased to state:

(a) what are the details of Yoga teachers who have been rendered surplus in the Jaipur Region of Kendriya Vidyalaya Sangathan and in Kendriya Vidyalaya, Bhutan during the current academic session;

(b) what are the details of places where they were posted on being rendered surplus;

(c) what is the number of additional, temporary and supernumerary posts of Yoga Teachers which were created during the said period for the surplus Yoga Teachers in Jaipur Region and in Bhutan; and

(d) what are the details of posts of Yoga teachers rendered surplus in Kendriya Vidyalayas of Agra and Mathura as also those adjusted against some non-yoga teachers posts?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) and (b) No Yoga teacher has been rendered surplus in Jaipur Region and Kendriya Vidyalaya, Bhutan during the current academic session.

(c) Does not arise.

(d) Assistant Commissioner, Jaipur Region has been authorised to transfer requisite number of vacant posts of Yoga terachers to Kendriya Vidyalayas in Agra and Mathura for the adjustment of five surplus Yoga teachers in these Kendriya Vidyalayas.

Amendment of Rules for the post of Assistant Commissioner of Kendriya Vidyalaya Sangathan

1519. SHRI ISH DUTT YADAV: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) what are the details of Recuritment Rules for the post of Assistant Commissioner (Admn.) of Kendriya Vidyalaya Sangathan at the time of appointment of the first incumbent;

(b) whether it is a fact that there is a recent move to amend the said Rules; and

(c) if so, what are the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION

AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) A copy of the Recuritment Rules for the post of Assistant Commissioner (Admn.) is at annexure [*See* Appendix CXLIX, Annexure No.81].

(b) No, Sir.

(c) Does not arise.

Re-grouping of Kendriya Vidyalayas

1520. SHRI GURUDAS DAS GUPTA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether it is a fact that the Kendriya Vidyalayas are being re-grouped in 15 or more regions;

(b) if so, whether any new/additional regions are being created;

(c) if so, what are the details thereof and the basis thereof;

(d) whether some Members of Parliament have also made any representations in this regard; and

(e) if so, what are the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) to (c) Kendriya Vidyalayas are allocated to different regions keeping in view the geographical contiguity, administrative feasibility and transport and communication facilities. Regrouping of Kendriya Vidyalayas is done, as and when considered necessary keeping in view the administrative exigencies.

(d) and (e) Some representations have been received asking for shifting of some schools from one region to another.

Per head annual expenditure on students in Kendriya Vidayalayas and Navodaya Vidyalayas

1521. SHRI GURUDAS DAS GUPTA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state

(a) what are the details of per head annual expenditure incurred on students of Kendriya Vidyalayas and Navodaya Vidyalayas during 1987-88; and

(b) what are the details of present teacher-pupil ratio at different levels in Kendriya Vidyalayas and Navodaya Vidyalayas?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT: (SHRI L. P. SHAHI): (a) and (b) The requisite information in respect of Kendriya Vidyalayas for 1987-88 is as under :—

(i) per head annual expenditure on students — Rs. 1812/-

(ii) Teacher-pupil ratio:—

(a) Primary level (classes I to V) — 1:27

(b) Secondary and Senior Secondary level (classes VI to XII) — 1:22

In the Navodaya Vidyalayas the annual expenditure per student per annum is Rs. 5000/- approximately. The teacher-pupil ratio at the initial stage is 1:10 and in a full fledged schools, it would be 1:18.

Opening of Kendriya Vidyalayas abroad

1522. SHRI N. E. BALARAM: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is any proposal under Government's consideration to

open more Kendriya Vidyalayas abroad during the ensuing academic session; and

(b) if so, what are the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) No Sir.

(b) Does not arise.

Admission of students under special dispensation

1523. SHRI CHATURANAN MISHRA. Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) what is the class-wise number of students admitted in Kendriya Vidyalaya during the current academic session under special dispensation; and

(b) what are the details/grounds for admitting such students?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) Details of class-wise number of students admitted to Kendriya Vidyalayas during the current academic session under special dispensation is as under :—

Class	No. of Students
I	627
II	231
III	147
IV	138
V	127
VI	140
VII	100
VIII	56
IX	62
X	14
XI	76
XII	08

(b) The Chairman, Kendriya Vidyalaya Sangathan has been empowered to grant admissions under special dispensation on the basis of broad social consideration, extreme compassionate grounds, etc.

Principle for grouping of Kendriya Vidyalayas into regions

1524. SHRI CHATURANAN MISHRA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether it is a fact that geographical contiguity is a guiding principle of grouping of Kendriya Vidyalayas into regions;

(b) if so, what are the reasons for not adhering to the principle in many cases;

(c) what are the reasons that prompted Kendriya Vidyalaya Sangathan to tag Jorhat with Silchar and Nayagaon with Ahmedabad regions;

(d) whether KVS is regrouping the Vidyalayas and is creating more regions; and

(e) if so, what are the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI) : (a) to (e) Kendriya Vidyalayas are allocated to different regions keeping in view the geographical contiguity , administrative feasibility and transport and communication facilities. For these reasons Jorhat is attached to Silchar region of the Kendriya Vidyalaya Sangathan and Nayagaon (Mandsaur-M.P.) to Ahmedabad region. There has been no change recently regarding attachment of these schools. Regrouping of Kendriya Vidyalayas is done, as and when considered necessary keeping in view the administrative exigencies.

Book stalls of Sarav Sewa Sangh Prakashan at Railway Stations

1525. SHRI N. RAJANGAM : Will the Minister of RAILWAYS be pleased to state:

(a) what are the details of stations where Sarav Sewa Sangh Prakashan book stalls are functioning at present;

(b) what are the details of stations where new book stalls have been allotted during the last three years; and

(c) what is the royalty recovered at each station from Sarav Sewa Sangh Prakashan, Varanasi during the last three years?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) to (c) Information is being collected and will be laid on the Table of the Sabha.

Allotment of book stalls at Railway stations

1526. SHRI VISHWASRAO RAMRAO PATIL: Will the Minister of RAILWAYS be pleased to state·

(a) whether it is a fact that North Frontier Railway had invited applications for allotment of book stalls at newly constructed platform at Katihar and that a number of societies, firms of educated unemployed had applied and were interviewed for the same; and

(b) if so, what action has been taken in this regard and what are the names of candidates who have been allotted this contract?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) Yes, Sir.

(b) No decision has yet been taken.

Banking facility for passengers at railway stations

1527. SHRI VISHWASRAO RAMRAO PATIL : Will the Minister of RAILWAYS be pleased to state:

(a) what are the details of railway stations where the banking facilities have been provided for the passengers;

(b) what are the reasons for not providing similar banking facilities at Delhi and New Delhi stations?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) and (b) There is no system of providing banking facilities for passengers on any of the Railways Stations. However, in the premises of certain stations there are branches of nationalised banks intended mainly for Railway transactions. Details of such stations are being collected and will be laid on the Table of the Sabha.

Sino-India· border trade

1528. SHRI SURENDRA SINGH THAKUR : Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government have taken steps to enter into trade relations with China;

(b) if so, what are the details thereot;

(c) whether Government propose to take steps to open the border trade with China in view of the improved relationship between the two countries; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) and (b) A trade agreement was signed between India and China in August, 1984. Trade Protocols have been entered into between the two Governments in

November 1985, May, 1987 and June, 1988.

(c) and (d) During the visit to China from June 4—10, 1988 by a delegation led by the Commerce Secretary and agreement, in principle, was arrived at to resume border trade between India and China and to work out the modalities thereof. Details in this regard would depend on the modalities which may be agreed upon.

Poor condition of Private buses on DTC Routes

1529. SHRI SURENDRA SINGH THAKUR : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that private buses are being run in Delhi on almost all DTC routes without any control of DTC,

(b) if so, what steps have been taken by Government to ensure timely operation of private buses on DTC routes;

(c) whether Government are aware that the private buses do not observe standard norms set for DTC buses regarding safety measures and seating capacity; and

(d) what is the loss of revenue per annum to DTC due to operation of private buses on DTC routes?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) No, Sir.

(b) Does not arise.

(c) These buses are given fixed time schedules and are required to observe the standard norms set up for DTC buses. Whenever any irregularity is noticed, strict action is taken against the bus owner.

(d) The entire cost of operations of private buses is met by the private operators.

Viability of Veraval-Rajkot Railway project for Broad Gauge

1530. SHRI CHIMANBHAI MEHTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is fact that Veraval-Rajkot Broad Gauge Railway project has been found to be viable and feasible; and

(b) when primary survey was conducted and what steps have been taken to implement the project?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) and (b) A techno-economic survey for conversion of Rajkot-Veraval (185 km) MG line into BG was completed in May, 1988. The Project was estimated to cost Rs. 68.14 crores with remunerative rate of return. The proposal has been referred to the Planning Commission for consideration and clearance.

Night landing Facilities at airports

1531. SHRI SHANKER SINH VAGHELA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what are the names of airports which are without night landing facilities and those which are without adequate instrument landing systems;

(b) what is the number of posts lying vacant in the Directorate of Air Safety and the Directorate of Airworthiness giving names of the key posts;

(c) whether it is a fact that the Directorate General of Civil Aviation returned the unspent amount of about Rs. 2 crores

out of the Rs.3 crores allocated to it in 1987-88 and is likely to return about a crore of rupees in the current financial year; and

(d) if so, what are the reasons therefor in spite of the urgent requirements being left out?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) Out of the total 87 civil airports under the control of the National Airports Authority, requirement of night landing facilities has been projected by the airlines in respect of 35 airports only, out of which 27 airports have already got night landing facilities and at the remaining 8 airports, the National Airports Authority plans to provide these facilities. The names of the airports which are not equipped with the night landing facilities are given at Statement-I *(see* below) and those which are equipped with night landing facilities are given at statement-II (*see* below).

As regards provision of Instrument Landing System (ILS), airports are identified on consideration of operational requirements, the terrain problems and proneness to weather/visibility problems, in consultation with the operators. Out of 57 airports where jet aircraft of Indian Airlines operate, ILS facilities have been provide at 19 airports and project to provide ILS at 6 more airports is in progress 5 more airports have been identified in consultation with Indian Airlines for provision of ILS at those airports also. Defence Authorities have also provided ILS at 5 of their airports. This will leave 22 airports without ILS and Indian Airlines have not projected requirement of ILS for any of them. Names of such airports are:-

Jodhpur, Pathankot, Madurai, Vis-Akhapatnam Coimbatore, Silchar, Port-Blair, Dimapur, Jorhat, Baghdogra, Aurangabad, Bhavnagar, Jamnagar, Raipur, Rajkot, Bhuj, Belgaum, Tejpur, Pune, Allahabad, Nasik and Leh.

(b) As on date there are, in all, 79 vacancies in all the grades in the Directorates of Air Safety and Airworthiness, under the DGCA. Of these, 39 vacancies are in the grade of Director, Deputy Director, Air Safety Officer and Airworthiness Officer, etc.

(c) (i) Yes, Sir, in so far as 1987-88 is concerned;

(ii) No, Sir. The surrender is likely to be about Rs. 45.00 lakhs in 1988-89.

(d) During the year 1987-88, the amount was surrendered due to economy instructions of the Government in view of the severe drought conditions in the country. The likely surrender during the current year is due to non-creation of some posts, as earlier planned.

Statement-I

The aerodromes which are under the control of National Airports Authority and not equipped with night landing facilities, are as under:-

1. Akola
2. Cooch Bihar
3. Dimapur
4. Jabalpur
5. Kandla
6. Kamalpur
7. Kolhapur
8. Mohanbari
9. Passighat
10. Raipur
11. Sholapur
12. Warangal
13. Aurangabad
14. Cuddapah
15. Gaya
16. Jharsuguda

17. Keshod
18. Kota
19. Lilabari
20. Mysore
21. Porbander
22. Rajamundry
23. Tirupathi
24. Dehradun
25. Imphal
26. Kailashahar
27. Kulu
28. Ludhiana
29. Pantnagar
30. Shillong
31. Vijayawada
32. Shimla
33. Agatti
34. Ballurghat
35. Behala
36. Bilaspur
37. Bombay, Juhu
38. Chakulia
39. Deesa
40. Donakonda
41. Hassan
42. Hubli
43. Jhansi
44. Jogbani
45. Kanpur
46. Khandwa
47. Khowai
48. Lalitpur
49. Malda
50. Nadirgul
51. Panagarh
52. Panna
53. Raxaul
54. Rupsi
55. Satna
56. Shella
57. Tanjore
58. Turial (Aizwal)
59. Vellore
60. Muzaffarpur.

Statement-II

The Aerodromes which are equipped with night landing facilities, are as follows:—

1. Ahmedabad
2. Guwahati
3. Nagour
4. Udaipur
5. Bhopal
6. Rajkot
7. Mangalore
8. Belgaum
9. Ranchi
10. Hyderabad
11. Lucknow
12. Tiruchirapalli
13. Varanasi
14. Bhavnagar
15. Patna
16. Madurai
17. Agartala
18. Khajuraho
19. Trivandrum
20. Amritsar
21. Jaipur
22. Vadodara
23. Indore
24. Bhubaneshwar
25. Coimbatore
26. Calicut
27. Delhi, Safdarjung Airport

Pension to widows of Sanskrit Scholars

1532. SHRI SHANKER SINH VAGHELA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) what are the state-wise names and addresses of the widows of deceased elderly Sanskrit scholars who were getting Government financial assistance of Rs. 3000/4000 per annum whose cases have been under consideration for continuation of the financial assistance after the death of their husbands;

(b) Since when these cases have been under consideration; and

(c) what are the norms/rules laid down in respect of pension cases of general Civil/Defence personnel and what is the minimum pension given to them and whether the cases referred to (a) above have any relevance?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) State-wise names and addresses of the widows of deceased elderly Sanskrit scholars under indigent circumstances being considered for continuation of financial assistance earlier granted to their husbands, are given in Annexure. [*See* Appendix CXLIX, Annexure No. 82]

(b) As per column 5 of Annexe. Grant of financial assistance in case of widows can be finalised only on receipt of reports from the concerned state Governments which despite repeated reminders are awaited for very long.

(c) Pension cases of general, Civil (Government servants)/ Defence Personnel are covered as per norms/rules/ length of service etc. under instructions of Department of Personnel and Ministry of Defence respectively. The cases referred to at (a) above have no relevance with these cases.

Special Train For Congress (I) Rally

1533. SHRI SHANKER SINH VAGHELA: Will the Minister of RAILWAYS be pleased to refer to answer to Unstarred Question 3208 given in the Rajya Sabha on the 7th December 1988 and state what are the details of previous arrears, if any, towards various Congress (I) Units giving the amount and their dates, for running special trains and employing special coaches in connection with Congress (I) rallies ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): No arrears are due from the Congress (I) Units taken together for running special trains and reserved coaches on their account.

Progress of Sino-Indian Discussions on boundary question

1534. SHRI KAILASH PATI MISHRA:
SHRI ATAL BIHARI VAJPAYEE:

Will the Minister of EXTERNAL AFFAIRS be pleased to state whether it is a fact that in the first round of official level talks in 1981, the Indian and Chinese delegations had agreed that both sides would maintain peace and tranquillity on the borders and that the identifying guidelines for discussion on the border question in a meaningful manner was, by and large, made at the fifth round of official level talks in Beijing; if so, what progress on these two counts has been made during the Prime Minister's recent visit to China?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): The first Round of Official Level Talks between India and China in December 1981 was

of an exploratory nature. From the Second to Fifty Round of these Talks from 1982-84, discussions focussed on the evolution of a set of principles which could provide guidelines for substantive discussions on the boundary question. Complete agreement was not reached on these principles. Both sides stated their desire to have a genuinely peaceful and friendly border between the two countries.

The PM's visit to China in December 1988 reflected Government's sincere desire to improve and develop relations with China, and to resolve outstanding problems in a peaceful manner. Both countries agreed that a peaceful, negotiated, and mutually acceptable settlement of the boundary question should be reached. The need for both sides to device a practical mechanism for maintenance of peace and tranquillity was emphasised by the Indian side. It was agreed that the Joint Working Group on the boundary question should deal with both these aspects relating to an overall settlement of the border and peace and tanquillity.

Exodus of professionals of Indian origin for Fiji

1535. SHRI KAILASH PATI MISHRA:
SHRI ATAL BIHARI VAJPAYEE:

Will the Minister of EXTERNAL AFFAIRS be pleased to refer to answer to Unstarred question 37 given in the Rajya Sabha on the 22nd February, 1989 and state:

(a) what is the number of doctors, lawyers, teachers, accountants and civil servants of Indian ethnic origin who have migrated from Fiji during the last 19 months since the military take over in that country;

(b) what action has been taken by the Government of India in the matter and with what results; and

(c) what has been the attitude of other countries to this problem?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO): (a) According to figures published by the Bureau of statistics of Fiji, migrations of workers, from all races, since the military take-over in April, 1987 until June, 1988 have been as follows:

1. Professional, technical & related workers	2,129
2. Administrative & Managerial Workers	1,262
3. Clerical Supervisors & related workers	2,025

The Fiji Medical Association has estimated that about 110 doctors of Indian origin out of a total of 250 doctors of all races, resident in Fiji in 1986 have since left Fiji. The lawyers Association of Fiji has estimated that about 100 lawyers of Indian origin out of a total of 150 lawyers of all races have since left Fiji. The Teachers Association has estimated that between 550-600 indian Fijian teachers out of a total of 3,800 ethnic Indian teachers have since left Fiji. Separated figures relating to Accountants and civil servants are not available.

(b) Fijian professionals of ethnic Indian origin have migrated principally to Australia and New Zealand and to a lesser extent to USA and Canada. They have not sought resettlement in India.

(c) Media reports in some countries have highlighted the harm to Fiji's economy due to the migration of qualified professionals. Presumably, the countries to which they have migrated benefit from their professional skills.

Primary schools in Tribal areas

1536. SHRI KAILASH PATI MISHRA:
SHRI ATAL BIHARI VAJPAYEE:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) what is the state- wise number of primary schools and what number out of them in each State/Union Territories are situated in tribal, hilly and desert areas which require special attention;

(b) what number out of them in each State, are not holding any building;

(c) whether all primary schools were to be covered under Operation Blackboard in 20% and 30% blocks/municipal areas in 1987-88 and in 1988-89, respectively, in the country; what number in each State/ Union Territory were covered in each of the two years; and

(d) what is the State-wise target for 1989-90?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) and (b) According to the Fifth All India Educational Survey conducted by N.C.E.R.T. there are 5,29,392 primary schools in the country as on 30-9-1986. The State-wise details as well as the position of buildings in the schools are given in Annexure. [*See* Appendix CXLIX, Annexure No. 83]. No separate information is collected in respect of tribal, hilly or desert areas

(c) The scheme of Operation Blackboard aims to cover all schools in 20% of Blocks/Municipal areas in 1987-88 and 30% in 1988-89. The number of schools covered in 1987-88 and 1988-89 so far are given in statement attached (*See* below).

(d) Sanctions are issued on the basis of proposals made by individual State Governments and approved by the State Level empowered Committee against the overall national target. Therefore, individual State-wise targets cannot be fixed in advance.

Statement

OPERATION BLACKBOARD

Coverage during 1987-88 and 1988-89

Sl. No.	Name of State / UT	No. of Schools covered in 1987-88		No. of Schools covered in 1988-89*
1.	Andhra Pradesh	6352	—	13002
2.	Assam	7014	—	—
3.	Bihar	13270	—	—
4.	Gujarat	4769	—	—
5.	Haryana	959	—	1413
6.	Himachal Pradesh	1984	—	2010
7.	Jammu & Kahmir	1320	—	—
8.	Karnataka	2473	—	5247
9.	Kerala	1467	—	2243
10.	Madhya Pradesh	13926	—	19086

Sl. No.	Name of State / UT	No. of Schools covered in 1987-88	No. of Schools covered in 1988-89*
11.	Maharashtra	6723	—
12.	Manipur	541	954
13.	Meghalaya	766	—
14.	Nagaland	311	370
15.	Orissa	7377	8109
16.	Punjab	4737	—
17.	Rajasthan	12187	5011
18.	Sikkim	509	—
19.	Timil Nadu	5995	8212
20.	Tripura	421	—
21.	Uttar Pradesh	18924	20509
22.	Arunachal Pradesh	353	244
23.	Dadra & Nagar Haveli	17	—
24.	Delhi	668	—
25.	Goa	169	265
26.	Lakshadweep	19	—
27.	Mizoram	166	—
28.	Pondicherry	—	243
29.	Daman & Diu	—	32
30.	West Bengal	—	11139
	TOTAL	113417	98089

* The figures given referred to sanctions by state level empowered Committees.

Hovercraft Transport System Between Calcutta and Haldia

1537. SMT. SUDHA VIJAY JOSHI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is proposed to introduce the Hovercraft transport system between Calcutta and Haldia port to overcome the difficulties posed by the present transport system between these two places;

(b) if so; by when the system is proposed to be introduced;

(c) whether there are any plans to introduce the Hovercraft system in any other part of the country so as to solve the present transport problems caused by traffic congestion, etc.; and

(d) if not, what are the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) Central Inland Water Transport Corporation has made a proposal to introduce hovercraft service between Calcutta and Haldia.

(c) and (d) Government has given permission to two private companies for acquisition of two hovercrafts each for operation between Bhavnagar and Surat and *vice-versa*. These companies are yet to acquire these hovercrafts.

Purchase of Nuclear Plant by Pakistan from France

1538. SHRI PUTTAPAGA RADHAKRISHNA:
PROF. C. LAKSHMANNA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government had taken up the matter regarding the possibility of purchase of nuclear plant from France by Pakistan with the President of France during his recent visit to the country;

(b) if so, what are the details thereof; and

(c) what was his reaction in the matter?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO): (a) to (c) No, Sir. We understand that no new developments have taken place recently in this area between France and Pakistan. We are, however, keeping a close watch on the situation. The French are aware of our serious concern about the weapons oriented nuclear programme of Pakistan.

Amounts for Improvement of National Waterways

1539. SHRI T.R. BALU: Will the Minister of SURFACE TRANSPORT be pleased to refer to answer to Starred Question 15 given in the Rajya Sabha on the 2nd November, 1988 and state what is the length of wateways proposed to be declared as National Waterways and amount proposed to be spent for their improvement during the next Five Year Plan period?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): Out of ten waterways identified for consideration for declaration as National Waterways, Ganga-Bhagirathi stretch (1620 kms) and Sadiya-Dhubri stretch (891 kms) have already been declared as National Waterways. In respect of Quilon-Cochin Section of West Coast Canal alongwith Champakara Canal and Udyog Mandal Canal (210 kms) studies have been completed as a prelude to the declaration of National Waterway.

As regards remaining, the specific waterways, the length in each such waterway to be declared as National Waterway and the financial outlay on them will be decided after finalisation of the VIIIth plan.

Safety Measures Laid Down by DGCA

1540. SHRI HARVENDRA SINGH HANSPAL:
SHRI KAMAL MORARKA:
SHRI YASHWANT SINHA:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Directorate General of Civil Aviation has laid down stringent measure for pilots, engineers and ground staff to ensure utmost flight safety;

(b) if so, what are the details of the instructions issued in this regard; and

(c) what are the details of the fresh steps contemplated in this regard and the extent to which safety of passengers would be ensured thereby?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) to (c) Yes, Sir. Stringent measures have been laid down for the issue of licences to Pilots, Flight Engineers and Aircraft Maintenance Engineers. The standards for the issue of licences are in conformity with International standards specified by International Civil Aviation Organisation (ICAO).

Rule 81-B of the Aircraft Rules has been amended, which prohibits slaughtering and flaying of animals, depositing of

rubbish etc. in the vicinity of aerodromes, which might attract birds.

D.G.C.A. has advised all airlines to establish dedicated cells for preparation of FDR / DFD read out and to monitor CVR to identify areas of deviational and unusual occurances.

D.G.C.A. has also set up a Flight Inspection Directorate.

Air India Service to Tashkent

1541. SHRI BIR BHADRA PRATAP SINGH:
SHRI BHAGATRAM MANHAR:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Air India has started weekly service to Tashkent in USSR;

(b) if so, what are the terms and conditions settled with Aeroflot by the Air India for the operation of the said flight; and

(c) what are the new routes which Air India would commence during 1989?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) Yes, Sir. Air India has started once weekly service Delhi / Tashkent / Delhi with effect from 18 February, 1989.

(b) Air India were already operating, with IL-62M aircraft wet-leased from Aeroflot, thrice weekly services between India and Moscow. This agreement has been amended to increase the guaranteed flying hours from 2160 hrs. per annum to 2640 hrs. per annum on the same terms and conditions. Now Air India is operating once a week Delhi / Tashkent / Delhi frequency in addition to the thrice weekly operations with the leased IL-62M aircraft.

(c) Air India plans to recommence their services to Baghdad but a final decision in the matter has not been taken yet.

2 रुपये किराये वाली डी० टी० सी० सेवा

1542. **सरदार जगजीत सिंह अरोड़ा:**
श्री राम जेठमलानी:

क्या **जल-भूतल परिवहन** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि दिल्ली परिवहन निगम के अधीन "स्पेशल" सेवा के नाम से कुछ ऐसी बसें चलाई जा रही हैं जिनमें एक ही प्रकार का किराया अर्थात् 2 रुपये वसूल किया जाता है;

(ख) यदि हां, तो इस प्रकार की बस सेवा के अधीन दिन के समय कितनी बसें चलाई जा रही हैं;

(ग) आम बसों के साथ इन बसों का अनुपात क्या है;- और

(घ) इस प्रकार की परिवहन सेवा के अधीन जो बसें चलाई जा रही हैं, उन में यात्रियों को क्या-क्या अतिरिक्त सुविधायें उपलब्ध हैं?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री राजेश पायलट): (क) और (ख) व्यस्त घंटों के दौरान निर्दिष्ट ट्रिपों पर प्रति यात्रा एक मुश्त 2 रुपए वसूलने वाली विशेष सेवाएं चलाई जाती हैं। उनके लिए खासकर अलग से बस नहीं रखी जाती है। दिल्ली परिवहन निगम प्रतिदिन 53,391 ट्रिपें प्रचालित करता है जिसमें से ऐसी बसों द्वारा 3,406 ट्रिपें प्रचालित की जाती हैं।

(ग) विशेष सेवाओं और सामान्य सेवाओं द्वारा ट्रिपों का अनुपात 1:16 है।

(घ) ऐसी सेवाओं द्वारा प्रदान की जा रही अतिरिक्त सुविधाओं में स्टापों की सीमित संख्या जिससे सफर के समय में कमी, नॉन-स्टाप प्वाइंट टू प्वाइंट सेवा का प्रावधान जिससे यात्रियों के सफर के समय में और भी बचत होती है और रेलवे स्टेशनों से प्रचालित सेवाओं में सामान ढोने का प्रावधान शामिल है।

नई शिक्षा नीति के अधीन प्राथमिक शिक्षा को बढ़ावा

1543. **सरदार जगजीत सिंह अरोड़ा:**
श्री राम जेठमलानी:

क्या **मानव संसाधन विकास** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि नई शिक्षा नीति के अधीन प्राथमिक शिक्षा के संवर्धन के संबंध में बनाई गई योजना सरकार को राज्य सरकारों तथा संघ राज्य क्षेत्रों से प्राप्त हो गई है;

(ख) यदि हां, तो इस योजना में कुल कितनी राशि अंतर्ग्रस्त है;

(ग) क्या सरकार ने इस योजना को क्रियान्वित करने के लिए राज्य सरकारों की मांग के अनुसार आर्थिक सहायता उपलब्ध करा दी है; और

(घ) यदि हां, तो इस संबंध में प्रत्येक राज्य को उनके द्वारा मांगी गई राशि का कितने प्रतिशत सहायता दी है?

मानव संसाधन विकास मंत्रालय मे शिक्षा और संस्कृति विभागों मे राज्य मंत्री (श्री एल० पी० साही): (क) से (घ) राष्ट्रीय शिक्षा नीति, 1986 के संदर्भ में, वर्ष 1987-88 में दो नई केन्द्रीय प्रायोजित योजनाएं अर्थात् आपरेशन ब्लैकबोर्ड योजना तथा गैर औपचारिक शिक्षा योजना (संशोधित पद्धति) प्राइमरी शिक्षा को प्रौन्नत करने के लिए आरंभ की गयीं थी। आपरेशन ब्लेकबोर्ड योजना के अंतर्गत वर्ष 1987-88 में सभी एकल शिक्षा वाले स्कूलों में दूसरे शिक्षक के प्रावधान हेतु तथा केन्द्रीय प्रतिनिधियों सहित राज्य सरकारों द्वारा गठित राज्य स्तरीय अधिकार प्राप्त समितियों के अनुमोदन के आधार पर 1,13,417 प्राइमरी स्कूलों में आवश्यक अध्ययन अध्यापन उपकरण के प्रावधान हेतु 24 राज्यों तथा 3 संघ शासित क्षेत्रों को शतप्रतिशत केन्द्रीय सहायता दी गयी थी। कुल मिलाकर 110.61 करोड़ रुपये की राशि मुक्त की गयी थी। वर्ष 1988-89 में अब तक, राज्य स्तरीय अधिकार प्राप्त समितियों द्वारा 103 66 करोड़ रुपये की राशि अनुमोदित की गयी है।

गैर औपचारिक शिक्षा योजना के अंतर्गत केन्द्रीय सहायता निम्नलिखित तरीके से दी जाती है:—

i) गैर औपचारिक शिक्षा सह शिक्षा केन्द्र	50:50	केन्द्र राज्य की भागीदारी के आधार पर
ii) गैर औपचारिक शिक्षा कन्या केन्द्र	90:10	केन्द्र राज्य की भागीदारी के आधार पर
iii) स्वैच्छिक एजेंसियों द्वारा चलाए जा रहे गैर औपचारिक शिक्षा केन्द्र		शत-प्रतिशत केन्द्रीय सहायता

वर्ष 1987-88 में 16 राज्यों/संघ शासित क्षेत्रों को 3803.84 लाख रु० की राशि संस्वीकृत की गयी थी तथा वर्ष 1988-89 में 2512.04 लाख रुपये की राशि अब तक संस्वीकृत की गयी है।

घाटे में चल रही रेलगाड़ियां

1544. **सरदार जगजीत सिंह अरोड़ा:**
श्री राम जेठमलानी:

क्या **रेल** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि रेलवे कुछ रेलगाड़ियों को ऐसे मार्गों पर चला रहा है कि वे लगातार घाटे में ही चल रही हैं;

(ख) यदि हां, तो 1986-87 में इस प्रकार घाटे में चलने वाली गाड़ियों के नाम क्या हैं और इनसे उस वर्ष मे कितना घाटा हुआ;

(ग) क्या सरकार ने इन मार्गों मे सुधार करने तथा उन्हें आर्थिक रूप से लाभप्रद बनाने के लिए कोई योजना लागू की है;

(घ) यदि हां, तो उसका ब्यौरा क्या है; और

(ङ) यदि नहीं, तो उसके क्या कारण है?

रेल मंत्रालय में उप मंत्री (श्री महाबीर प्रसाद):

(क) जी हां।

(ख) गाड़ी-वार लाभप्रदता निर्धारित नहीं की जाती है। तथापि, वर्ष 1986-87 के दौरान अलाभप्रद शाखा लाइनों से हुई हानि 81,34.92 लाख रुपये थी।

(ग) और (घ) अलाभप्रद शाखा लाइनों की आमदनी बढ़ाने तथा कार्य संचालन व्यय यथासभव कम करने के लिए समय-समय पर निम्नलिखित उपाय किये गये हैं:—

(i) कम लोकप्रिय गाड़ियों को चलाना बन्द करना।

(ii) अलाभप्रद स्टेशनों / हाल्टों को बन्द करना या उन्हें ठेकेदार द्वारा परिचालित हाल्टों में बदलना।

(iii) यात्री और माल गाड़ियों का मिश्रित गाड़ियों में बदलाव।

(iv) केवल एक इंजन प्रणाली लागू करना।

(v) कर्मचारी खर्च में किफायत।

(vi) खंड पर बिना टिकट यात्रा की रोकथाम।

(ङ) प्रश्न नहीं उठता।

दिल्ली परिवहन निगम के अन्तर्गत सरकारी बसें

1545. **सरदार जगजीत सिंह अरोड़ा:**
श्री राम जेठमलानी:

क्या **जल-भूतल परिवहन** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि चालू वित्तीय वर्ष के दौरान दिल्ली परिवहन निगम के अन्तर्गत चलने वाली सरकारी बसों की संख्या में कमी आयी है;

(ख) यदि हां, तो अप्रैल, 1988 में प्रतिदिन दिल्ली परिवहन निगम की कितनी बसें सड़कों पर चलती थी और जनवरी, 1989 में उनकी संख्या कितनी थी, और

(ग) इन बसों की संख्या में कमी आने के क्या कारण हैं?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री राजेश पायलट): (क) से (ग) दिल्ली परिवहन निगम के बेड़े में अप्रैल, 1988 में 4348 बसों के मुकाबले जनवरी, 1989 में 4249 बसें थी किन्तु बेड़े के बेहतर उपयोग के कारण जनवरी, 1989 में प्रतिदिन 3793 बसे सड़कों पर निकाली गई जबकि अप्रैल, 1988 मे 3619 निकाली गई थी। बेड़े की संख्या में मामूली कमी का कारण पुरानी 498 बसों की छंटनी और अब तक सिर्फ 394 बसें शामिल करना है। जिन 423 नई बसों के आर्डर दिए गए हैं, वे शीघ्र ही बेड़े में शामिल हो जाएंगी जिसके फलस्वरुप बेड़े की क्षमता में निवल वृद्धि होगी।

मध्य प्रदेश में कार्यात्मक साक्षरता

1546. **श्री अजीत जोगी: क्या मानव संसाधन विकास** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या राष्ट्रीय साक्षरता मिशन के अंतर्गत वर्ष 1990 तक निरक्षर व्यक्तियों को कार्यात्मक साक्षरता प्रदान करने का लक्ष्य निर्धारित किया गया है;

(ख) यदि हां, तो अब तक कितने व्यक्तियों को कार्यात्मक साक्षरता प्रदान की गई है; और

(ग) मध्य प्रदेश के लिए क्या लक्ष्य निर्धारित किया गया था और वहां अब तक की उपलब्धि क्या है?

मानव संसाधन विकास मंत्रालय में शिक्षा और संस्कृति विभागों में राज्य मंत्री (श्री एल० पी० साही): (क) से (ग) अद्यतन सूचना राज्यों/संघ शासित क्षेत्रों से प्राप्त की जा रही है। उपलब्धि के संबंध मे अद्यतन सूचना अभी मध्य प्रदेश सरकार से प्राप्त की जानी है।

पुरातत्वीय महत्व के स्थलों के संबंध में सर्वेक्षण

1547. **श्री अजीत जोगी:** क्या **मानव संसाधन विकास** मंत्री 9 मार्च, 1988 को राज्य सभा मे

अतारांकित प्रश्न 1552 के दिये गए उत्तर को देखेंगे और यह बताने की कृपा करेंगे कि:

(क) क्या नर्मदा सागर और सरदार सरोवर परियोजना के डूब क्षेत्र में आने वाले मंदिरों, मूर्तियों और पुरातत्वीय महत्व के प्राचीन भवनों के सर्वेक्षण का कार्य पूरा हो गया है; और

(ख) यदि हां, तो इस सर्वेक्षण से प्राप्त अंतिम परिणामों के अनुसार इस क्षेत्र की पुरातत्वीय महत्व की अद्धितीय सम्पदाओं के नाम क्या-क्या हैं और सरकार द्वारा उनके संरक्षण के लिये क्या प्रबन्ध किये जा रहे है?

मानव संसाधन विकास मंत्रालय में शिक्षा और संस्कृति विभागों मे राज्य मंत्री (श्री एल० पी० साही): (क) जी, नहीं।

(ख) प्रश्न नहीं उठता।

माध्यमिक विद्यालय शिक्षा के व्यावसायीकरण के संबंध में योजना

1548. **श्री अजीत जोगी:**
कुमारी सुशीला तिरिया:

क्या **मानव संसाधन विकास** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या शिक्षा के व्यावसायीकरण के संबंध में गठित कुंवदयी आयोग की सिफारिशों के अनुसार, माध्यमिक विद्यालय शिक्षा की व्यावसायीकरण संबंधी योजना को अंतिम रूप दे दिया गया है, यदि हां, तो क्या इस योजना को क्रियान्वयन हेतु राज्य सरकारों को भेज दिया गया है; और

(ख) इस संबंध में अब तक क्या प्रगति हुई है?

मानव संसाधन विकास मंत्रालय में शिक्षा और संस्कृति विभागों मे राज्य मंत्री (श्री एल० पी० साही): (क) और (ख) जी, हा। योजना राज्यों को फरवरी 1988 में परिचालित की गयी थी। 1929 स्कूलों में 5823 व्यावसायिक पाठयक्रमों को आरम्भ करने के प्रस्ताव अनुमोदित किये गये है और योजना को कार्यान्वित करने के लिए 22 राज्यों / संघ शासित प्रदेशों को अब तक 59.09 करोड़ रुपये की राशि की केन्द्रीय सहायता मंजूर की गयी है।

Charges against the Principals of Kendriya Vidyalayas, Sarni and Chanda

1549. SHRI ASHOK NATH VERMA:
SHRI ANAND PRAKASH GAUTAM:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether it is a fact that charges of administrative, financial and behavioural malpractices have been levelled against the Principals of Kendriya Vidyalayas of Sarni and Chanda;

(b) if so, what are the details thereof;

(c) whether the same have been investigated; and

(d) if so, what action has been taken against them?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) and (b) Complaints against the Principal, Kendriya Vidyalaya of Chanda have been received alleging irregularities in admission and financial matter. Complaints have also been received against the Principal, Kendriya Vidyalaya, Sarni alleging mal-administration.

(c) and (d) The Assistant Commissioner, Kendriya Vidyalaya Sangathan, Bhopal has been asked to look into these allegations. Further course of action will be decided on receipt of the report of the Assistant Commissioner

Sanctioned posts of teachers in Kendriya Vidyalayas Sangathan

1550. SHRI YALLA SESI BHUSHANA RAO:
DR. BAPU KALDATE:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) what is the number of sanctioned substantive posts of different categories of teachers of Kendriya Vidyalayas as on 12.8.87 and 12.8.88; and

(b) what is the number of teachers of different categories appointed upto 30.4.81 and 30.4.88 and ordered to be confirmed by Kendriya Vidyalayas Sangathan on 12.8.1988 and, thereafter?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) and (b) Statistics of sanctioned strength of teaching staff in Kendriya Vidyalayas is maintained as on 30th April of the year and is reflected in the annual report of Kendriya Vidyalaya Sangathan. The number of sanctioned posts of teachers as on 30.4.87 and 30.4.88 were as under:

	30.4.87	30.4.1988
PGTs	2726	3637
TGTs	4951	6875
Headmasters	116	271
PRTs	7325	8900
Other Teachers	2823	3462
TOTAL	17941	23145

The number of teachers in position as on 30.4.81 and 30.4.88 were as under:—

	30.4.81	30.4.1988
PGTs	1889	3311
TGTs	3044	6142
PRTs	4798	8409
Headmasters	Nil	168
Other Teachers	1921	2618
TOTAL	11652	20648

Assistant Commissioners of the regions who are the appointing authority for teaching posts are also the authority to confirm individual teachers. Kendriya Vidyalaya Sangathan issued instructions on 20.8.1987 and 15.9.1987 to all Assistant Commissioners for confirmation of teachers appointed upto 30.4.1984 and subsequently again on 21.12.88 for confirmation of teachers appointed upto 30.4.85.

Special recruitment for Kendriya Vidyalayas in North East Region

1551. SHRI YALLA SESI BHUSHANA RAO:
PROF. C. LAKSHMANNA:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether it is a fact that a special recruitment of teachers was made for Kendriya Vidyalayas in North East Region in 1984;

(b) if so, whether it is also a fact that these teachers were not eligible for transfer outside North-East Region any time during their service career;

(c) if so, whether the Board of Governors of Kendriya Vidyalaya Sangathan has recently ordered that these teachers can be transferred in 1994 and thereafter; and

(d) what are the reasons and justification thereof?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) and

(b) Yes, Sir.
(c) No, Sir.
(d) Does not arise.

Cost of Mass Rapid Transit System of Madras City

1552. SHRI V. GOPALSAMY
SHRI T. R. BALU

Will the Minister of RAILWAYS be pleased to state:

(a) what was the initial estimated cost of the Mass Rapid Transit System (MRTS) for Madras city;

(b) what is the present estimated cost of the project;

(c) what are the details of the funds allotted therefor and the amount spent so far; and

(d) what is the amount of the fund which would be required to complete this project and by when it is likely to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) Rs. 53.50 crores.

(b) Rs. 105.60 crores.

(c) Funds allotted upto 31-3-89 = Rs. 32.80 crores
Funds allotted for 1989-90 = Rs. 9.85 crores
Expenditure incurred upto 31-1-89 = Rs. 30.95 crores

(d) About Rs. 63 crores, beyond 1989-90, based on the present sanctioned cost.

Date of completion will depend upon the availability of funds in the coming years.

Compensation for death of persons in the Peruman Train Accident

1553. SHRI V. GOPALSAMY:
SHRI T. R. BALU:
SHRI M. A. BABY:

Will the Minister of RAILWAYS be pleased to state:

(a) what is the number of applications received for payment of compensation in relation to the Peruman Train Accident, the number of cases decided and the amount of money disbursed;

(b) what is the number of claims for compensation which are still pending disposal; and

(c) what are the reasons for the delay in the speedy disposal of claims?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) 188 cases out of 303, filed have been decided and Rs. 83,99,740/- disbursed to the claimants.

(b) and (c) Remaining 115 cases are subjudice in the Court of Ad-hoc Claims Commissioner, Quilon.

1554. *[Transferred to the 14th March 1989.]*

Opening of Adult Education Centres

1555. SHRI MUKHTIAR SINGH MALIK:
SHRI MOHINDER SINGH LATHER:
SHRI RAJNI RANJAN SAHU:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) what is the present number of Adult Education Centres in the country;

(b) whether there is any proposal under Government's consideration to open more of such Centres during the next two years;

(c) if so, what are the details thereof;

(d) what is the number of pupils attending these Centres as on the 28th February, 1989; and

(e) what is the number of Adult Education Centres which would be opened during the next two years and funds allocated for this purpose?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) The present number of Adult Education Centres in the ccountry is 2,88,219.

(b) Yes, Sir.

(c) The planning is under consideration.

(d) The information is yet to be received from various States/Union Territories.

(e) Since the planning is under consideration, specific details are yet to be worked out.

Pak discussion with China on the Siachen Glacier

1556. SHRI MOHINDER SINGH LATHER:
SHRIMATI VEENA VERMA:
KUMARI SUSHILA TIRIA:
SHRI RAJUBHAI A. PARMAR:
SHRI RAM JETHMALANI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware of he taking up of the Siachen glacier issue y the Prime Minister of Pakistan with the Chinese Government during her recent visit to that country; and

(b) if so, what is Government's reaction thereto particularly in the context of Prime Minister's recent talks held with the Prime Minister of Pakistan and the Chinese Government during his visits to those countries?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) Government have seen reports to this effect.

(b) Siachen is an integral part of India and this has been made known to both China and Pakistan. We are in favour of peaceful resolution of all our differences with Pakistan in accordance with Simla Agreement. The next round of Defence Secretary level talks on Siachen is likely to be held in the near future.

Expansion of Pak Air Force

1557. SHRI KAPIL VERMA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) what further steps are being taken by Government to ensure country's security in face of Pakistan Army Chief's announcement that Pakistan would make its own tank in two years; and

(b) whether Government are also aware of Pakistan expanding its air force by purchasing 125 fighter jets from Australia and China; if so, what steps Government are taking to counteract it and whether Government are taking up the issue with concerned Governments?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) and (b) Government have seen reports that Pakistan would be in a position to roll out its first home-made tank in two years time, and of its moves to purchase jet

fighters from Australia and China. Our apprehensions regarding Pakistan's acquisition of arms far in excess of legitimate defence needs have, from time to time, been conveyed to all concerned. Government keep under constant review all developments having a hearing on our security and take necessary measures to safeguard it.

Activities of Pro-Pak Kashmiri youth terrorists

1558. SHRI KAPIL VERMA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware that training camps for Pro-Pak Kashmiri youth terrorists, which were set up in occupied Kashmir and in certain parts of Pakistan during the Zia regime and were wound up on the assumption of office by Prime Minister Mrs. Benazir Bhutto, have started functioning again;

(b) if so, what is Government's information in this regard; and

(c) whether Government are aware of the statement of Shri Shabir Shah, Leader of Pro-Pak People's League that top Pak army brass had forced Pakistani Government not to replace army officers conducting these training camps?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) and (b) Government are aware of reports of training camps in Pakistan/POK for imparting training to pro-Pakistan Kashmiri terrorists. However, we have no information regarding these training camps having been wound up or re-started by the new Government.

(c) A report to this effect, which appeared in the 'Kashmir Times' of February 10, 1989, was brought to Government's attention.

Customers' Advisory Committee of IA in Eastern Sector

1559. SHRI JERLIE E. TARIANG: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what are the criteria/guidelines adopted by Government for selecting members of Customers' Advisory Committee of Indian Airlines for its eastern region;

(b) what are the details of functions of this Committee and the composition thereof stating the respective interests represented;

(c) what are the names of such members selected from Assam Meghalaya and other North-Eastern States and the proportionate representations of these States on the said Committee;

(d) what are the details of privileges facilities and other powers enjoyed by members of this Committee and the period upto which the present Committee would function; and

(e) what are the details of meetings held so far by this Committee, alongwith the specific recommendations made by and those implemented by Governmen

THE MINISTER OF STATE OF TH MINISTRY OF CIVIL AVIATIC AND TOURISM (SHRI SHIVR PATIL): (a) to (e) The Regio Advisory Committees have been set by Indian Airlines for giving suggestic regarding improvement in servi provided by Indian Airlines and a bringing to its notice the deficiencies, services, etc. They represent a cr section of the travelling public, includ eminent lawyers, businessmen, doct journalists, industrialists, etc. A list giv the names and addresses of the mem of the Eastern Regional Advis Committee is given in the statement (*below).*

The members of the Advisory Committee are given transportation, lodging and boarding for attending the meetings of the Committe. The term of the present Committee is upto 31-3-89. So far 4 meetings of this Committee have been held and the suggestions made by the members to improve services, such as, reservations, airport handling, inflight services, baggage handling, etc., were examined and, to the extent possible, implemented.

Statement

Members of regional advisory committee

Eastern Region

S.No.	Name	Address
1.	Shri Jawahar Sengupta	Chairman Chloride India Limited 59-K JL Nehru Road, Calcutta-700020.
2.	Dr. M.K. Chhetri	'Tivoli Court' 1/C Ballyganj Circular Road Calcutta-700019.
3.	Shri C.R. Irini	Managing Director The Statesman Statesman House, Calcutta-700001.
4.	Shri Raghu Mody	20 Sir R.N. Mukherjee Road Calcutta-700001.
5.	Shri Sajan Kumar Pasari	12 Government Place East Calcutta-700001.
6.	Shri B.K. Jalan	8 BBD Bag East Calcutta.
7.	Dr. Pratap Chandra Chunder	23 Nirmal Chunder Street Calcutta-700012.
8.	Shri Tarachand Singhal	PP Block, 11 Clive Row Calcutta-700019.
9.	Shri C.L. Kejriwal	5 Bright Street, Calcutta-700019.
10.	Shri S.K. Rai, Ex-M.P.	C/o M/s Narayan Store, Tayuliang Bazar P.O. Hayuliang, Dist. Lohit (Arunachal Pradesh).
11.	Shri S.S. Bhartia	Managing Director, Vam Organic Chemicals Ltd., Skyline House 85 Nehru Place, New Delhi-110019.

S.No.	Name	Address
12.	Shri Dev Anand Mishra	Tulsipur, Cuttack, Orissa.
13.	Shri Sajjan Kumar Jhunjhunwala	8 Ho-Chi-Minh Sarani Suite No. 26, 2nd Floor, Calcutta-700071.
14.	Shri S.S. Oberio	General Manager Trade Wings (Calcutta) Pvt. Ltd. 32 Chowringhee Road Calcutta-700071.

Condition of Indian doctors in U.S.A.

1560. DR. YELAMANCHILI SIVAJI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware of the discrimination being meted out to foreign doctors working in U.S.A. in the matter of employment, licences, promotions, and other professional works and it is also reported that Mr. James Bates and Mr. Daniel Monyihen are introducing remedial bills in the House of Representatives and the Senate respectively;

(b) what are the main problems faced by the Indian doctors in USA;

(c) what is government's reaction in the matter, and whether they have conveyed it to the Government of U.S.A.; if not what are the reason therefor;

(d) what are the details of the remedies proposed by Mr. James Bates and Senator Mr. Daniel Monyihen; and

(e) what action has been taken by Government to promote the objectives of the above legislative proposals?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH) (a) Yes, Sir.

(b) The main problems faced by foreign medical graduates in USA are in the areas of jobs, promotions, hospital privileges, licencing, reciprocity and other facets of medical practice.

(c) It would not be appropriate for Government of India to comment on the internal affairs of another country.

(d) Congressmen Bates and Solarz in the House and Senator Monyihan in the Senate introduced Bills during the last Congress to prohibit discrimination to foreign medical graduates in the areas mentioned at (b) above. The action taken by the House and the Senate was to request a study on cases of discrimination especially in the areas of licencing and reciprocity. The study is underway by the General Accounting Office and International Associations of American Physicians (IAAP). The study will take another six months before its results are declared. During this Congress Session, two Bills have already been introduced — by Congressman Bates in the House and Senator Moynihan in the Senate. Passage of these Bills is expected to eradicate all areas of discrimination to foreign medical graduates and will gain them equality with US medical graduates.

(e) It would not be appropriate for Government of India to interfere in the legislative processes of another country.

Delay in delivery of fishing trawlers

1561. DR. YELAMANCHILI SIVAJI. Will the Minister of SURFACE TRANSPORT be pleased to refer to the answer to Unstarred Question 634 given in the Rajya Sabha on the 16th November, 1988 and state:

(a) what are the names of nine shipyards in the country with whom orders for deep sea fishing trawlers were placed and to whom a subsidy of Rs. 2052.22 Lakhs was paid;

(b) what is the number of trawlers which were ordered, the number of those delivered, and which are overdue for delivery, and since when they are overdue for each of the nine shipyards;

(c) whether it is a fact that due to overdue deliveries, deep sea trawling companies, which placed the orders, are incurring exorbitant interest burden on the loans they have taken and paid to the shipyards; and

(d) if so, what steps are being taken by Government to expedite the delivery of trawlers by the concerned shipyards?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) A statement is enclosed. [*See* Appendix CXLIX, Annexure No. 83A].

(c) *papers* liability on the loans taken by deep sea fishing companies goes on accruing during the period of construction, at the concessional rate of 6.75% per annum. This becomes payable only after the delivery of the vessels.

(d) The progress of construction is reviewed regularly and all efforts are made to ensure timely delivery of the trawlers.

Discussion with China on Tibet issue

1562. SHRI B. SATYANARAYAN REDDY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the proposal of Dalai Lama and Tibetian people for a solution of the Tibetian problem was brought to the notice of the Chinese Government by the Prime Minister during his recent tour to that country; and

(b) if so, the response of the Chinese leaders thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) and (b) The proposals concern the relations between the Chinese Government on the one hand, and the Dalai Lama and the Tibetian community on the other.

Government regard Tibet as an autonomous region of China.

Transfer of CSS-2 Missiles by Saudi Arab to Pakistan

1563. SHRIMATI VEENA VERMA:
SHRI KAPIL VERMA:
KUMARI SUSHILA TIRIA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the two missiles test fires by Pakistan recently were actually delivered on a turnkey ready-to-launch basis and were only tested by Pakistan; if so, what is Government's information about it; and

(b) what is Government's information about likelyhood of transferring C.S.S.-2 missiles by Saudi Arab, it had got from China, for acting as a delivery system of Pakistan's nuclear weapons?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) Government have seen reports of a statement made by the Chief of Army Staff of Pakistan on February 5, 1989 claiming that Pakistan had successfully fired and tested two indigenously manufactured surface-to-surface missiles.

(b) We have been informed by the Saudi Arabian Goverrnment that there was no question of transferring to Pakistan the CSS-2 missiles acquired by Saudi Arabia from China.

Production of laser-range finder by Pakistan

1564. SHRI KAPIL VERMA:
KUMARI SUSHILA TIRIA:
SHRIMATI VEENA VERMA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Pakistan has unveiled a new missile recently which is a shoulder-fired surface to surface missible;

(b) what is Governmen's information about it;

(c) what action has been taken by Governments in this connection; and

(d) whether a laser-rang finder has also been produced by Pak defence laboratories; if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) to (d) Government have seen reports of Pakistan having manufactured shoulder-fired surface-to air missiles and laser-range finders. Government continue to keep a close watch on all developments having a bearing on India's security and take necessary measures to safeguard it.

Setting up of computerised literacy data base by Sahitya Academy

1565. SHRIMATI VEENA VERMA:
SHRI KAPIL VERMA:
SHRI RAJUBHAI A. PARMAR:
KUMARI SUSHILA TIRIA:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Sahitya Academy proposes to set up the computerised literacy database; if so, what are the details of this scheme;

(b) what programme has been undertaken by the Academy in collaboration with their Russian counterparts for publication of contemporary Indian and Soviet literature; and

(c) what are the details of programme for the International field?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) No, Sir.

(b) Under the cultural exchange programme between the two countries, the Akademi acts as a nodal agency for the publication of 20th Century Indo-Soviet Literature project under which classics of both the Countries of the period are being translated into each others language.

(c) The Akademi does not have a specific programme for the International field. However, it has a regular programme of translating foreign classics into Indian languages on reciprocal basis under the Cultural exchange programmes of Govt. of India with various countries. A few Publications in collaboration with UNESCO have been brought out by the Akademi. Also Scholars from abroad have been invited for participation in its International Seminars, besides exchanging writers under the Cultural Exchange Programmes.

Examination for the posts of Assistant Operating Superintendents in South Central Railways

1566. SHRI PUTTAPAGA RADHAKRISHNA:
DR. NARREDDY THULASI REDDY:
SHRI H. HANUMANTHAPPA:
SHRI MOHD. KHALEELUR RAHMAN:
SHRI ANAND PRAKASH GAUTAM:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that selection tests for the posts of Assistant Operating Superintendents in the South Central Railway were held on the 7th and the 21st August, 1988;

(b) if so, what was the number of total vacancies to be filled in and how many were reserved for the Scheduled Castes and the Scheduled Tribes; and

(c) what is the number of SC/ST candidates who qualified in the examination and how many were finally selected?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) Yes, Sir.

(b) There were 12 vacancies out of which 2 were reserved for Scheduled Castes and none for Scheduled Tribes.

(c) Three Scheduled Caste candidates qualified in the Written Examination out of which one was selected. No Scheduled Tribe candidate qualified in the Written Examination.

French proposal to build dams on the Ganga and Brahmputra rivers

1567. SHRIMATI VEENA VERMA:
SHRI D.B. CHANDRE GOWDA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the french Government have made a proposal to build a series of dams on the Ganga and the Brahmputra rivers in order to prevent floods in the country;

(b) whether the matter was also discussed during the recent visit of the President of France to India;

(c) whether Government have since agreed to the proposal;

(d) if so, what is the estimated expenditure likely to be incurred on the construction of dams; and

(e) to what extent the recurrence of floods from Bangladesh side in the parts of our country would be stopped?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) No, Sir.

(b) During President Mitterand's visit to India, the French side briefed Government about their plan to develop a programme for flood control in Bangladesh

(c) The scheme is still in the formulation stage.

(d) and (e) Do not arise.

उत्तर प्रदेश में सड़क विकास योजना के अन्तर्गत राजमार्गों के लिए लक्ष्य

1568. **श्री सत्य प्रकाश मालवीय:** क्या जल-भू-तल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) सड़क विकास योजना के अन्तर्गत उत्तर प्रदेश में राजमार्गों के लिये क्या लक्ष्य निर्धारित किया गया है; और

(ख) लक्ष्य को कब तक प्राप्त कर लिये जाने की संभावना है?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री राजेश पायलट): (क) सम्भवतः माननीय सदस्य 20 वर्षीय विकास योजना (1981-2001) का उल्लेख कर रहे हैं जिसमें वर्ष 2001 तक समग्र देश मे राष्ट्रीय राजमार्गों के 66,000 कि०मी० और राज्य राज-मार्गों के 1,45,000 कि०मी० के लक्ष्य की सिफारिश की गई है। राजमार्गों की राज्य-वार लम्बाई नहीं दर्शाई गई है।

(ख) लक्ष्यों की केवल सिफारिश की गई है और उन पर संसाधनों की उपलब्धता इत्यादि को ध्यान में रखते हुए पंचवर्षीय और वार्षिक योजनाएं बनाते समय केन्द्र अथवा संबंधित राज्य सरकार द्वारा विचार किया जाना है। लक्ष्यों को कब तक पूरा कर लिया जाएगा यह बता पाना अभी संभव नहीं है।

Acquisition of Ships by Shipping Corporation of India

1569. SHRI RAOOF VALIULLAH: Will the Minister of SURFACE TRANSPORT be pleased to refer to answer to Unstarred Question 887 given in the Rajya Sabha on the 1st March, 1989 and state:

(a) what is the amount of foreign exchange expected to flow out under the massive ship acquisition programme of Shipping Corporation of India;

(b) whether the ships can be built indigenously and whether any enquiries have been made in this regard; if so, what is the response of the Indian Shipyards;

(c) whether pari passu obligation is being followed and the number of ships being acquired outside its purview;

(d) what is the response of foreign shipyards to participate in the SCI scheme of acquisition of ships; and

(e) whether Shipping Corporation of India has also examined the acquisition of second hand container vessels and their relative suitability; if so, with what results?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) A sum of Rs. 1879/- crores out of the investment of Rs. 2369/- crores proposed by the Shipping Corporation of India is expected to be in foreign exchange.

(b) As and when each purchase proposal is processed for a decision, the feasibility of building them in the Indian yards is examined. At present shipping Corporation of India has three 86000 DWT tankers on order with the Cochin Shipyard Ltd. and seven bulk carriers aggregating 250000 DWT on order with Hindustan Shipyard Ltd

(c) Pari Passu obligation is being followed by the Shipping Corporation of India and no ships are acquired outside its purview.

(d) The response of foreign Shipyards to the tenders floated by the Shipping Corporation of India has generally been good.

(e) Yes, Sir. However no second hand container vessels meeting the technical requirements of Shipping Corporation of India are available at present.

Pilferage from the luggage booked on AI and IA

1570 SHRI PARVATHANENI UPENDRA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether a complaint regarding pilferage of luggage was made by a passenger who travelled by Air India flight number 316 from Bombay to Delhi on February 14, 1989;

(b) whether there have been similar complaints in respect of Air India and Indian Airlines flights; and

(c) if so, what action Government have taken to curb such malpractices?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) One complaint of pilferage from passengers' checked baggage in respect of Air India Flight No. 316 of 14th February, 1989 on the Sector Bombay-Delhi has been reported.

(b) Yes, Sir.

(c) Strict vigilance is maintained over passenger baggage and whenever any act of pilferage comes to the notice of the airline the same is investigated and suitable action is taken. Security measures have been tightened and special attention is paid to ensure that such malpractices are curbed.

Book Stalls at Palwal, Ballabhgarh, Kossikalan and Faridabad Town Railway Stations

1571. SHRI N. RAJANGAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether book stalls have been provided at palwal, Ballabhgarh, Kossikalan and Faridabad Town Stations of Central Railway; and

(b) if so, what is the date of calling for the applications, date of interview and the date of allotment, with names of contractors to whom allotted?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) Yes, Sir.

(b) A Statement is attached. (see below)

Statement

The details regarding allotment of Bookstalls are as under:-

Name of the station	Date of inviting applications.	Date of Interview	Date of allotment.	Name of the contractor to whom allotted.
Palwal, Ballabhgarh	11.10.82	7.2.83	1.7.83	Shri Brijendra Dubey.
Kossikalan	25.9.83	19.12.83	21.1 84	Shri Brijendra Dubey.
Faridabad	11.3,84	21.5.84	28.5.84	Shri Moti Ram Pahuja.

Security check of air passengers at Jaipur airport

1572. SHRI SANTOSH BAGRODIA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what system has been adopted for security check of air passengers at jaipur airport;

(b) whether it is a tact that passengers have to undergo security check twice and even near the aircrafts;

(c) whether it is also a fact that women passengers have to undergo security check in the open near the aircraft;

(d) whether Government are considering to make use of a portable enclosure

near the aircratt for security check of women passengers; and

(e) if so, by when; and if not, what are the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) Security check of passengers at Jaipur airport involves (i) hand baggage check and (ii) frisking with a metal detector.

(b) At some sensitive airports, a secondary check near the ladder point is in vogue.

(c) No, Sir.

(d) and (e) The airport security police have already been provided with two portable screens to frisk lady passengers near the ladder point.

Commonwealth membership to Pakistan and Fiji

1573. SHRIMATI SURYAKANTA JAYAWANTRAO PATIL:
SHRI BHUVANESH CHATURVEDI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government propose to sponsor Pakistan's case for rejoining the Commonwealth; if so, what are the reasons therefor;

(b) whether the issue was discussed with the Pak Prime Minister Mrs. Bhutto at Islamabad recently; if so, whether she had made any request in this regard; and

(c) whether Government propose to oppose Fiji's request for re-admission into Commonwealth; and what are the names of the countries which are supporting Fiji and those which are opposing?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) Government of India have agreed to welcome and support Pakistan's case for rejoining the Commonwealth whenever Pakistan makes a formal request to the Commonwealth. it will be recalled that a democratically elected Government of Pakistan had pulled out of the Commonwealth. If another democratically elected Government of that country wishes to rejoin the Commonwealth, India would support it.

(b) No, Sir.

(c) The Government remain opposed to Fiji's readmission into the Commonwealth. Since Fiji has not made any application for readmission to the Commonwealth, the policy of other countries in this regard is not known,

12 NOON

PAPERS LAID ON THE TABLE

I. Report (1987-88) on the working of the commission of Railway Safety, Lucknow.

II National Airports (Employees Conduct, Discipline and Appeal) Regulations, 1988.

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): Sir, I beg to lay on the Table—

I. A copy (in English and Hindi) of the Annual Report on the working of the Commission of Railway Safety, Lucknow, for the year 1987-88 [Placed in Library. *See* No. LT.7504 / 89]

II. A copy (in English and Hindi) of the Ministry of Civil Aviation and Tourism, Notification No. SEC. 9.2.7., dated the 30th August, 1988, publishing the National Airports Authority (Employees Conduct, Discipline and Appeal) Regulations, 1988, under section 40 of the National Airports Authority Act, 1985. [Placed in Library. *See* No. LT. 7503 / 89

I. Accounts (1987-88) of the various Regional Engineering Colleges and related papers.

II. Accounts (1987-88) of the University of Delhi and related papers.

III. Accounts (1987-88) of the Indian Institute of Management, Bangalore and related papers.

IV. Report and Accounts (1987-88) of the Delhi Public Library and related papers.

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): Sir, I also lay on the Table a copy each (in English and Hindi) of the following papers:—

I (i) Annual Accounts of the Sardar Vallabhbhai Regional College of Engineering and Technology, Surat, for the year 1987-88, together with the Audit Report thereon. [Placed in Library. *see* LT-7463 / 89].

(ii) Annual Accounts of the Regional Institute of Technology, Jamshedpur, for the year 1987-88, together with the Audit Report thereon. [Placed in Library. *see* LT-7464 / 89].

(iii) Annual Accounts of the Regional Engineering College, Durgapur, for the year 1987-88, together with the Audit Report thereon. [Placed in Library. *see* LT-7462 / 89].

(iv) Annual Accounts of the Motilal Nehru Regional Engineering College, Allahabad, for the year 1987-88, together with the Audit Report thereon, [Placed in Library *see* LT-7465 / 89].

(v) Annual Accounts of the Regional Engineering College, Calicut, for the year 1987-88, together with the Audit Report thereon. [Placed in Library. *see* LT-7466 / 89].

(vi) Annual Accounts of the Karnataka Regional Engineering College, Surathkal, for the year 1987-88, together with the Audit Report thereon. [Placed in Library. *see* LT-7467 / 89].

II (a) Annual Accounts of the University of Delhi, for the year 1987-88, together with the Audit Report on the Accounts. [Placed in Library. *see* LT-7461 / 89].

(b) Statement giving reasons for the delay in laying the paper mentioned at (a) above. [for (9) and (6))]

III (a) Annual Accounts of the Indian Institute of Management, Bangalore, for the year 1987-88, and the Audit Report thereon.

(b) Statement giving reasons for the delay in laying the paper mentioned at (a) above. [Placed in Library. *see* LT-7468 / 89].

IV (a) Annual Report and Accounts of the Delhi Public Library, for the year 1987-88, together with the Audit Report on the Accounts.

(b) Review by Government on the working of the Library.

(c) Statement giving reasons for the delay in laying the paper mentioned at (a) above. [Placed in Library. *See* No. LT. 7478 / 89]

I. Report and Accounts (1987-88) of the Hindustan Shipyard Limited, Vishakhapatnam and related papers.

II. Notifications of the Ministry of Surface Transport (Ports Wing)

THE DEPUTY MINISTER IN THE MINISTRY OF SURFACE TRANSPORT AND THE DEPUTY MINISTER IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI P. NAMGYAL): Sir, I beg to lay on the Table—

I.1. A copy each (in English and Hindi) of the following papers, under subsection (1) of section 619A of the Companies Act, 1956:—

(i) Thirty-sixth Annual Report and Accounts of the Hindustan Shipyard Limited, Visakhapatnam, for the year 1987-88, together with the Auditors' Report on

the Accounts and the comments of the Comptroller and Auditor General of India thereon.

(ii) *Review by Government on the* working of the Company.

2. Statement (in English and Hindi) giving reasons for the delay in laying the paper mentioned at I (i) above [Placed in Library. *See* No LT. 7549 / 89 for (I) and II]

II. A copy each (in English and Hindi) of the following Notifications of the Ministry of Surface Transport (Ports Wing), under sub-section (4) of section 12A of the Major Port Trusts Act, 1963 :—

(i) G.S.R. No. 1037 (E), dated the 27th October, 1988, publishing the Cochin Port Trust (Handling Freight Containers carrying Dangerous / Hazardous Cargo) Regulations, 1987. [Placed in Library *See* No 7416 / 89]

(ii) G.S.R. No. 1171 (E), dated the 12th December, 1988, publishing the Cochin Port Employees (Allotment of Residence) First Amendment Regulations, 1988.

(iii) G.S.R. No. 2 (E), dated the 3rd January, 1989, publishing the Kandla Port Trust (Licensing of Stevedores) Regulations, 1988.

(iv) G.S.R. No. 14 (E), dated the 9th January, 1989, publishing the Madras Port Trust (Handling of Freight Containers containing Dangerous / Hazardous Cargo) Regulations, 1987.

(v) G.S.R. No. 40 (E), dated the 19th January, 1989, publishing the Bombay Port Trust (Distraint or Arrest and Sale of Vessels) Regulations, 1988.
[Placed in Library. *See* No. LT. 7483/89 for (III) to (V)].

REPORTS OF THE PUBLIC ACCOUNTS COMMITTEE

SHRI M.S. GURUPADASWAMY (Karnataka): Sir, I beg to lay on the Table a copy each (in English and Hindi) of the following Reports of the Public Accounts Committee:—

(i) Hundred and Forty-first Report on Interest Tax Assessment.

(ii) Hundred and Forty-second Report on Metropolitan Transport Project, Calcutta.

[**The Deputy Chairman** in the Chair]

LEAVE OF ABSENCE TO SHRI R.K. NARAYAN

THE DEPUTY CHAIRMAN. I have to inform Members that I have received a letter dated the 2nd March, 1989, from Shri R.K. Narayan to the effect that due to indisposition he will not be able to attend the current session of the Rajya Sabha. He has accordingly requested for the grant of leave of absence from all the sittings of the Rajya Sabha during the current session.

Is it the pleasure of the House that permission be granted to Shri R.K. Narayan for remaining absent from all the sittings of the House during the current Session?

(No hon. Member dissented.)

THE DEPUTY CHAIRMAN: Permission to remain absent is granted.

MOTION FOR ELECTION TO THE COURT OF THE UNIVERSITY OF DELHI

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE

MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): Madam, I beg to move the following Motion:

> "That in pursuance of item (xix) of clause (1) of statute 2 of Statutes of University of Delhi, this House do proceed to elect, in such manner as the Chairman may direct, one member from among the members of the House to be a member of the Court of the University of Delhi."

The question was put and the motion was adopted.

RE: ARREST AND DETENTION OF SHRI YASHWANT SINHA, MEMBER, RAJYA SABHA

डा० बापू कालदते (महाराष्ट्र) :उपसभापति जी, एक मिनट मेरी बात आप सुनिये। कल यहां यशवन्त सिन्हा जी के बारे में बात हुई थी और सारे सदन ने यह कहा कि उनको रिलीज करना आवश्यक है। मेरी जहां तक आज की इन्फारमेशन है, आज सवेरे तक यशवन्त सिन्हा जी को रिलीज नहीं किया गया था। इन लोगों की यह मांग है कि वे इस सदन में उपस्थित रहें लेकिन अभी तक उनको रिलीज नहीं किया गया है। मैं आपके माध्यम से जरूर चाहता हूं कि सरकार को कहा जाये कि सदन की कार्यवाही में हिस्सा लेने के लिए तुरन्त उन्हें रिहा करना चाहिए।

SHRI KAMAL MORARKA (Rajasthan) : Madam, this morning we talked to Chandigarh. There is no information there. Mr. Buta Singh told us yesterday that he has taken a serious view of the matter. Even after 24 hours he cannot send his message ! Kindly direct....

THE DEPUTY CHAIRMAN : I will direct the Minister of Parliamentary Affairs to look into the matter and inform the House in due course. *(Interruptions)*

SHRI M.S. GURUPADASWAMY (Karnataka): What has happened? The Home Minister assured us that intructions were being issued for his release. Nothing has happened.

SHRI A.G. KULKARNI (Maharashtra): The Home Minister said that he would get the information and bring it before the House. Please advise the Home Minister.

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI M.M. JACOB): I will get in touch with the Home Minister and report back to the House.

THE DEPUTY CHAIRMAN: Our Parliamentary Affairs Minister will contact the Home Minister and report to the House.

SHRI M.S. GURUPADASWAMY: He assured us that he would make a statement also.

DR. BAPU KALDATE: He should bring him here and report him in the House. *(Interruptions)*

THE DEPUTY CHAIRMAN: If that was done, then you would not be getting this chance to speak. The mere fact that I am allowing you to express your sentiments and the sentiments of other Members...*(Interruptions)* The Minister of Parliamentary Affairs will inform the House. *(Interruptions)* The whole House-.....*(Interruptions)* you are not alone.

Now, Shri Hari Singh. Not here. Shri R.S. Naik.

SPECIAL MENTIONS

Delay in the establishment of Mangalore Refinery and Petro-Chemicals Project

SHRI R.S. NAIK (Karnataka): Madam, Deputy Chairman, I want to draw the attention of the House, through

[Shri R.S. Naik]

you, to the delay in the establishment of Mangalore Refinery and Petro-Chemicals Project in Karnataka. Madam, the establishment of Mangalore Refinery and Petro-chemicals Project is delayed for one reason or the other during all these years. This project was cleared by the Planning Commission about six years ago. In the year 1987, the Government of India approved the project to be set up A tripartite agreement has already been signed in June, 1987 between the Government of India, the Hindustan Petroleum Corporation Ltd. and the Indian Rayon Industries Ltd. of the Aditya Birla group. Consultancy contract for preparation of detailed project has also been signed in June, 1988 Detailed project report is already under preparation and is likely to be submitted to the Government of India very soon. The said project is likely to go on stream during early 1992, but no work has been started so far.

The State Government has agreed to provide all assistance, infrastructure and support requested for by the project authorities. Karnataka State Government has already taken advance action on some important items like acquisition of land measuring around 1350 acres, construction of barrage for water supply, construction of approach road, etc. Besides that, even in regard to the downstream industries the State Government has taken action by commissioning the Engineers India Limited for preparation of techno-economic feasibility report which has been furnished to the Department of Chemicals and Petro-chemicals and Government of India.

Madam, I urge upon the Government that formal clearance of the project should not await submission of the DPR Which is more in the nature of a blueprint for implementation. Hence I request the Government to fulfill the aspirations of the people and a long-standing commitment to our State. I hope that the Government will seriously think over this issue and examine what action should be taken at certain appropriate levels for early sanction and implementation of the project. With these words, I conclude.

THE DEPUTY CHAIRMAN: Shri Ram Naresh Yadav—Not here. Shri Subramanian Swamy— Not here. Shri R.S. Naik-Not here.

Need to prohibit Cabaret Dances and Indecent Exposure in the Country

श्रीमती सत्या बहिन (उत्तरप्रदेश): महोदया, मैं आपकी धन्यवादी हूं कि आपने मुझे बोलने के लिए समय दिया। आज अंतर्राष्ट्रीय महिला दिवस है, जोकि सम्पूर्ण विश्व में मनाया जा रहा है। मैं नारी वर्ग की तरफ से प्रधान मंत्री, श्री राजीव गांधी, की आभारी हू जिन्होंने महिलाओं के लिए 30 प्रतिशत स्थान देने की घोषणा की है।

एक तरफ तो इस प्रकार के आयोजन स्वयं महिलाओं को दिये जाने वाले समाज में सम्मान के प्रतीक है। दूसरी तरफ कुछ ऐसे कार्य-काला हैं जो महिला वर्ग के माथे पर कलंक हैं।

महोदया, इस विषय में मैं आज महिला दिवस के उपलक्ष में इस सदन के माध्यम से सरकार से दिल्ली और पूरे देश में होने वाले कैबरे नृत्यों और नारी वर्ग के अंग-प्रदर्शन के आयोजनों को समाप्त करने का निवेदन करना चाहूंगी। कैबरे घरों में अर्ध-नग्न नृत्य भारतीय संस्कृति के बिलकुल खिलाफ है तथा सम्पूर्ण महिला वर्ग के लिए कलंक है।

मै इन पर सख्ती से प्रतिबंध लगाने की मांग करती हूं। इस प्रकार के आयोजन समाज की मानसिक सोच को विकृत करते हैं, तथा अपराधों को जन्म देते हैं।

आज इसी प्रकार विज्ञापन एजेंसियां भी अपने व्यवसाय के लिए महिलाओं के अपमानजनक चित्र प्रदर्शित करती है। इन पर रोक लगाई जानी चाहिए। समाज में महिला वर्ग को सम्मान दिलाना है, तो उसकी मजबूरी में नारी का दुरुपयोग होने से बचाइये। गत दिनों दक्षिण दिल्ली के एक होटल से 75 महिलाओं, काल गर्ल्स को पुलिस ने गिरफ्तार किया। इनके आयोजको के खिलाफ कठोर

कार्यवाही की जानी चाहिए तथा उन बेबस, बेरोजगार, बेसहारा महिलाओं को रोजगार के साधन उपलब्ध कराये जाएं, जो मजबूरी में इन घृणित अपराधों मे लिप्त हैं।

इसके साथ ही मैं यह भी निवेदन करुंगी कि फिल्म सेंसर बोर्ड को भी सरकार अश्लील दृश्यों को फिल्माने पर कड़ी नज़र रखने के निर्देश दें तथा रात्रिकालीन चलने वाली वयस्क फिल्मों का टेलीविज़न प्रसारण भी बंद किया जाए एवं मद्यनिषेध की तरफ भी ध्यान दिया जाए। अश्लील फिल्में तथा मादक द्रव्य यह महिला वर्ग पर होने वाले अत्याचारों को जन्म देते हैं, मैं सरकार से निवेदन करती हूं कि समाज और आने वाली पीढ़ी के स्वस्थ मानसिक विकास के लिए समाज का स्वस्थ वातावरण भी बनाना पड़ेगा।

नारी को व्यवसाइयों का शिकार होने से बचाया जाए। भारत की विश्व भर मे नैतिकता की दृष्टि से गौरवपूर्ण प्रतिष्ठा है और इस प्रतिष्ठित साख को बनाए रखना हमारा परम् कर्तव्य है आज सम्पूर्ण विश्व युवा पीढ़ी की तेजी से विकृत होती जा रही मानसिकता से चिंतित है। मादक पदार्थ, नारी देह का शोषण। अपराध ये तीनों सामाजिक बीमारियां एक-दूसरे मे जुडी हुई है। नारी देह के शोषण, को सख्ती से रोका जाए। मादक पदार्थो को प्रतिबंधित किया जाए तो समाज से अपराध स्वयं कम हो जायेंगे और समाप्त हो जायेंगे और विध्वंसात्मक प्रवृत्तियां भी समाप्त होंगी। समाज का चेतन स्वस्थ होगा तो देश के विकास की दिशा में रचनात्मक वातावरण बनेगा। धन्यवाद।

डा० अबरार अहमद खान (राजस्थान): उप सभापति महोदया, मैं इसका समर्थन करता हूं और आज अंतर्राष्ट्रीय महिला दिवस के दिन श्रीमती सत्या बहिन ने जो विशेष उल्लेख उठाया है मैं भी अपने आपको उससे जोड़ता हूं। जो कैबरे डांस के बारे में और अंग प्रदर्शन के बारे में श्रीमती सत्या बहिन ने कहा है, मैं भी आपके माध्यम से सरकार से आग्रह करता हूं कि इस पर तत्काल बैन लगाना चाहिए क्योंकि इससे देश का नैतिक पतन होता है। धन्यवाद।

कुमारी सईदा खातून (मध्य प्रदेश): मैं भी इसका समर्थन करती हूं क्योंकि रीसेंटली रिप्रेजेंटेशन आफ् विमेंस बिल पास होने के बाद भी आज महिलाओं को उड़िया ढंग में पेश किया जाता है और उन लोगों को एक किस्म से अपमानित किया जाता है, महिला जगत में अपमानित किया जाता है। इसलिए इनके स्पेशल मेंशन का मैं समर्थन करती हूं।

Violation of Central Guidelines on exemptions under Urban Land Ceiling law in Karnataka.

SHRI SUBRAMANIAN SWAMY (Uttar Pradesh): Madam Deputy Chairman, during Mr. Ramakrishna Hegde's tenure as Chief Minister of Karnataka, in all 128 societies received permission to buy land at rockbottom prices to the tune of 10,134 acres around Banglaore, mostly by violating the Central guidelines on exemptions to Urban Land Ceiling Act. Of these 128 societies, 79 societies are bogus or fronts for builders and construction companies, invariably involving Mr. Hegde's relatives or close friends. Therefore, permission given to these societies should all be cancelled. The Registrar of Co-operative Societies, Karnataka, had ordered an enquiry under Section 64 of the Karnataka Co-operative Societies Act, 1959.

SHRI VIRENDRA VERMA (Uttar Pradesh): Is it relevant?

SHRI PAWAN KUMAR BANSAL (Punjab): This is a very serious matter and it is relevant.

(Interruptions)

SHRI VIRENDRA VERMA: It is a State subject.

SHRI MIRZA IRSHADBAIG (Gujarat): This is the Council of States. Chairman has allowed him.

SHRI ARANGIL SREEDHARAN (Kerala): Madam, I am on a point of order. Mr. Ramakrishna hegde is the most brilliant former Chief Minister of Karanataka. He is not present in this House. So, when a person is not present in this House, this type of raising allegations and free trading of allegations

[Shri Arangil Shreedharan]

should not be permitted; it is against the rules.
(Interruptions)

AN HON. MEMBER: It is something general in nature.

THE DEPUTY CHAIRMAN: Mr. Swamy, restrain from taking names. But whatever you want to say, it is being allowed. And do not not call names, please.

SHRI SUBRAMANIAN SWAMY : Can I say Registrar?

THE DEPUTY CHAIRMAN: I think, you can say that. That is not a name. It is a position.

SHRI SUBRAMANIAN SWAMY: The Registrar of Co-operative Societies, Karnataka, had ordered an enquiry under Section 64 of the Karnataka Co-operative Societies Act, 1959, into the bonafides of these societies on a sample check...

SHRI VIRENDRA VERMA. Is it a Central subject?

SHRI SUBRAMANIAN SWAMY: Yes. It is Urban Land Ceiling Act which has been violated.

SHRI VIRENDRA VERMA: Not at all.

SHRI SUBRAMANIAN SWAMY: And this is the Council of States. Rajya Sabha is supposed to ...*(Interruptions)* These are all violations under the Urban Land Ceiling Act. Madam, an interim report was submitted to the karnataka Government on 13-5-1988 with a covering d.o. letter No. RPE/26/88-89. In that interim report, it was clearly stated that the probed societies were not bonafide. Instead of finding out the whole truth, the Karnataka Government tried to hush up the enquiry by asking the Registrar to discontinue the enquiry. In his D.O. letter No. CMW/47/CHS/88, the Secretary to the Karnataka Government, Mr. S. Dorairaju wrote to the Registrar ...

SHRI A.G. KULKARNI (Maharashtra): Madam, on a point of order. Madam, I would not have minded because it is better for my party to listen to such things. But, Madam, the convention of the House and particularly because it is the Council of States, we are entering into a special mention where the subject of co-operative societies, which is a concurrent subject and state subject, we are mentioning something about which I may be happy today but tomorrow I may be unhappy and so it is better to refrain from it. Madam, I would request you and I will request my colleagues also here that this type of mentioning should not be made and, Madam, please uphold the prestige of the House. (*Interruptions*).

SHRI M.S. GURUPADASWAMY (Karnataka): May I just make a suggestion? (*Interruptions*).

AN HON. MEMBER: If this is the case then every special mention the Chair should allow, whether it is a Central subject or a State subject. (*Interruptions*).

THE DEPUTY CHAIRMAN: Will you please sit down? Let Mr. Gurupadaswamy mention.

SHRI M.S. GURUPADASWAMY: May I just make a submission? Madam, Dr. Subramanian Swamy is an intelligent person and I value his intelligence. I respect his intelligence also. But as an intelligent person he will very well appreciate that this is not a subject matter which can be taken up in Rajya Sabha, in Parliament, and this is entirely a matter for the State Government. It is a State matter, he very well understands it. Therefore, may I request him not to proceed with this and he can take up the matter with the State Government.

SHRI A.G. KULKARNI: He can take it up in the press, if he likes.

SHRI M.S. GURUPADASWAMY: He can write to the Government of Karnataka to get all the facts of the case, if he wants to. Therefore, may I request him not to proceed with this kind of a thing in the House.

THE DEPUTY CHAIRMAN: Well, I do not know if he is going to abide by your request. Violation of the Central guidelines on the Urban Land Ceiling Exemption in Karnataka, that special mention is being permitted by the Chairman.

SHRI M.S. GURUPADASWAMY: Even on this may I say ...(*Interruptions*) Madam, Central ceiling law has to be administered by the State Governments, only when the Central Act is adopted and the Karnataka Government has adopted this ceiling law. (*Interruptions*). Therefore, you cannot stretch it too far and very few such matters are brought before the House. I think that Dr. Subramanian Swamy has still got enough intelligence to understand this thing. And if he wants to know more facts, he may write to the State Governments and the State Government is prepared to cooperate with him.

SHRI RAOOF VALIULLAH (Gujarat): Madam, yesterday the hon. Mr. Gurupadaswamy had said so many things about the hooch tragedy, which strictly speaking is a State subject, law and order or such things, when they happen in States. But he himself said something about the State Government and the prohibition policy, which is a State subject. Therefore, even in the past such things are being discussed. I am now particularly talking about the Urban Land Ceiling Act, which is under the consideration of the Central Government. There is no reason why this is not a matter to be discussed in this House. (*Interruptions*).

THE DEPUTY CHAIRMAN: Still I will request Mr. Subramanian Swamy to be within the parameters of his special mention.

SHRI SUBRAMANIAN SWAMY: If this was a purely Karnataka matter, there is no reason for Mr. Hegde to run to Bombay to file a case. He could have filed it in Karnataka. Madam, as I have said in the beginning...

श्री वीरेन्द्र वर्मा: वह तो दिल्ली में भी कर सकते हैं।

श्री सुब्रह्मण्यम स्वामी: देखिए, आप जानते हैं जब मैं बोल रहा हूं तो इण्टरप्ट न करिए, आप इतने सीनियर हैं।

श्री वीरेन्द्र वर्मा: इसलिए तो करना चाहिए।

उपसभापति: आप जल्दी से खतम कीजिए।

श्री वीरेन्द्र वर्मा: तो आप एलाऊ करेंगी।

श्री सुब्रह्मण्यम स्वामी: आपने यहां ढैया ट्रस्ट का मामला रेज किया, आप तो भूल गए हैं। क्यों भूल गए हैं, मैं जानता हूं, तो उस समय आपने रेज किया, स्टेट मामला नहीं माना था।

श्री वीरेन्द्र वर्मा : मैंने नहीं किया था। वीरेन्द्र वर्मा ने नहीं किया था, मैं अपनी कह रहा हूं।

SHRI SUBRAMANIAN SWAMY: Mr. Kulkarni may be happy today but tomorrow, I don't know, he might be sitting in the opposition and he may be unhappy then; that he cannot do... (*Interruptions*).

THE DEPUTY CHAIRMAN: Please allow him to speak and finish with it.

SHRI SUBRAMANIAN SWAMY: I am talking about a matter which the Central Government has to take cognizance of, because it is a violation of the Central Act on urban land ceiling. The

[Shri Subramanian Swamy]

guidelines have been violated and I am saying that the Karnataka Government is suppressing it. Therefore, the Central Government has a responsibility to see that a scarce source like land is not misappropriated for personal ends. That is what I am coming to.

Instead of finding out the whole truth, the Karnataka Government tried to hush up the enquiry by asking the Registrar to discontinue the enquiry. The Secretary of Karnataka Government wrote to the Registrar on 22-8-88 that the Government are of the view that the Government should not get involved in this matter; therefore, it is decided that the enquiry should not be continued. The Registrar remained undaunted and wrote back as follows: "I may be permitted to point out that embarrassing interpretations may be placed on the reluctance displayed by the Government as far as these societies are concerned". The Registrar then demanded—I quote: "The Government should consider..."

SHRI M.S. GURUPADASWAMY: May I again interrupt him; I am sorry. He is quoting a note of the State Government, a note written by the Registrar of Cooperative Societies Karnataka. This is entirely the State matter. I do not know whether our rules allow him to quote the notings of the file maintained by the Government of a particular State. I leave it to him. I don't think it is a matter which can be allowed to be mentioned here.

SHRI A.G. KULKARNI: He is coming through a green channel.

SHRI SUBRAMANIAN SWAMY: Yes, you must know that...

SHRI ALADI ARUNA *alias* V. ARUNACHALAM (Tamil Nadu): He is a smuggling case.

SHRI SUBRAMANIAN SWAMY: You must know about smuggling, we know now, having come out in Madras, what Karunanidhi is bringing out...

SHRI ALADI ARUNA *alias* V. ARUNACHALAM: I am happy to see all these things... (*Interruptions*).

SHRI SUBRAMANIAN SWAMY: It must be embarrassing for you because you want to go back to Karunanidhi; you may forget MGR. We know what is coming out... (*Interruptions*).

THE DEPUTY CHAIRMAN: Mr. Subramanian Swamy, let us confine ourselves to your special mention and not traverse to Tamil Nadu and other places.

SHRI SUBRAMANIAN SWAMY: The best procedure would be to let me read it out.

THE DEPUTY CHAIRMAN: Read it out fast and within your limits.

SHRI SUBRAMANIAN SWAMY: Government should consider superseding the societies and taking over their management under section 30-A of Cooperative Societies Act. I demand that interim enquiry report of the Registrar of Cooperative Societies be made public. It is a Central Act. I further demand that the entire lot of private cooperative societies in this land should be superseded and the Central Government should take steps to persuade the Karnataka Government to do the same. Thank you.

(व्यवधान)

आप तो जानते हैं कि इमरजेंसी मे आप कहां थे। अपोजीशन के साथ थे। आज आप मुझे अपोजीशन के बारे में बता रहे हैं। इमरजेंसी में संजय गांधी के साथ चले गए थे। ..व्यवधान. इनको हिम्मत नहीं है हाउस में कहने की कि वह जनता दल है। ..**(व्यवधान)** आपके जैसे नहीं हैं। ..**(व्यवधान)**

श्री वीरेन्द्र वर्मा: आप न किसी के रहे हो और न किसी के हो सकते हो।

Need to lay on the Table of the House the Report of the Committee Appointed to Enquire into Recent the Ahmedabad Air Crash.

DR. (SHRIMATI) SAROJINI MAHISHI (Karnataka): I learn that the Committee which was appointed to go into the unfortunate air accident in Ahmedabad on 19th October, 1988, has submitted the report. It is really a matter of public importance of great urgency and if the Committee has submitted the report, I would request the Government to lay the report on the Table of the House.

Injustice against Freedom Fighters in Certain Districts of Madhya Pradesh.

कुमारी सईदा खातून (मध्यप्रदेश): माननीय उपसभापति महोदया, मैं इस स्पेशल मेशन के माध्यम से सरकार का ध्यान उन भूमिगत स्वतन्त्रता संग्राम आंदोलन के सेनानियों के निरस्त किए गए प्रकरणों व शासन द्वारा आवेदन की अंतिम तिथि जो 20 अक्टूबर रखी गयी थी उसे हटाने बाबत् आकर्षित करना चाहती हूं।

महोदया, आज से दो साल पहले मध्यप्रदेश शासन की तरफ से भूमिगत सेनानियों को सम्मान निधि व अन्य सुविधाएं देने की घोषणा की गयी थी।

मुझे बड़े दुख के साथ कहना पड़ रहा है कि देश के प्रधान मन्त्री आदरणीय श्री राजीव जी एवं मध्य प्रदेश के मुख्य मंत्री द्वारा सेनानियों को सम्मान निधि से सम्मानित करने व अन्य सुविधाएं प्रदान करने की बड़ी-बड़ी घोषणाएं समय समय पर की जाती रही है। नियम तथा कानून भी बनाए जाते हैं, वहीं दूसरी ओर सेनानियों द्वारा नियमानुसार समस्त मांगी गई जानकारी के अनुसार आवेदन करने पर भी शासन के सचिवालय में बैठे पदाधिकारियों द्वारा यह लिखा जाता है कि आप पात्रता नहीं रखते, अतः आवेदन निरस्त किया जाता है। आवेदन खारिज कर दिए जाते हैं। जबकि जिला स्तर स्वतत्रता संग्राम सेनानी अध्यक्ष महोदय के छः सदस्य सहित जो समिति हर जिले में गठित की गई थी उस समिति में आवेदकों के फार्म को प्रस्तावित कर श्रीमान कलेक्टर महोदय के माध्यम से सामान्य प्रशासन विभाग स्वतंत्रता संग्राम सेनानी कक्ष, अपर सचिव, भोपाल को भेजे गए, जो तीन माह से अधिक की अवधि का कारावास भुगतने वालों सें प्रपत्र भराकर व उनके प्रमाण-पत्र लेकर पूरी जानकारी सहित फार्म भरकर, किसी भी प्रकार की त्रुटि न करते हुए, भेजे गए व हलफनामा व बयान में अपने भूमिगत रहने के बाबय नियमों का पालन करते हुए फार्म भेजे गए। जेल व संज़ा प्रमाण पत्र के बारे में भी उन्होंने अपने बयान हलफनामे में दर्शाए थे।

मुझे यह जानकर बड़ा दुख होता है कि क्या यह देशभक्त सेनानियों के साथ मध्य प्रदेश शासन के कर्मचारियों द्वारा न्याय किया जा रहा है? आज भारत को स्वतंत्र हुए 40 वर्ष हो चुके हैं। इन भूमिगत सेनानियों ने कभी शासन से किसी बात की माग नहीं की, जबकि शासन ने कुछ सेनानियों को सम्पान निधि तथा अन्य सुविधाएं प्रदान कर सम्मनित किया था। चूंकि ये सेनानी शासन द्वारा निर्धारित नियम के अंदर नहीं आते थे, बाद में खास तौर से मध्य प्रदेश शासन द्वारा आवंदन के लिए प्रमुख नियम रखा गया था कि सन् 1942 के उसी संभाग के सेनानी, जिसने जेल की सज़ा भुगती हो और उन्हें राज्य या केन्द्रीय सम्मान निधि प्राप्त हो, उनके प्रमाण-पत्र साथ में लगाना अनिवार्य है तथा उन सेनानियों को भी शासन ने बधन लगाया था कि अगर जांच में, जिन व्यक्तियों को उन्होंने प्रमाण-पत्र दिया है, गलत पाया गया तो उनकी सम्मान पेंशन बन्द कर दी जाएगी और उन पर कडी कार्यवाही की जाएगी। मध्य प्रदेश शासन द्वारा जो आवेदन निरस्त किए गए हैं उनमें अपने नियम की पूर्ति न करना दर्शाया है। इस संबंध में मेरा सरकार से निवेदन है कि मध्य प्रदेश के बालघाट जिले में थाना काण्ड की घटना घटने की वजह पुलिस का रिकार्ड उपलब्ध नहीं है, जिसके फलस्वरूप पुलिस अधीक्षक, बालघाट का प्रमाण-पत्र प्रस्तुत किया गया है। आवेदन निरस्त करना सिर्फ अफसरशाही की हठकर्मी का प्रतीन और बुजुर्ग स्वतंत्रता संग्राम सेनानियों का अपमान करना ही माना जा सकता है। मध्य प्रदेश शासन ने उन सेनानियों के आवेदन निरस्त ही नहीं किए हैं बल्कि उन वयोवृद्ध, कर्मठ, गांधीवादी, देशभक्तों पर अविश्वास कर उनको अपमानित एव लांछित किया है।

हमारे देश के समस्त भूमिगत सेनानी निम्न स्तर का जीवन निर्वाह कर रहे हैं, जैसे कोई पान का ठेला लगाकर बैठा है तो कोई आटा चक्की लगाए हैं तथा कोई मज़दूरी करता है और कोई सिलाई मशीन लेकर बैठा है।

[कुमारी सईदा खातून]

मैं शासन से निवेदन करती हूं कि अपनी भूल को अविलम्ब सुधार कर इन भूमिगत सेनानियों के प्रकरण जल्द हल करने का कष्ट करे और जो आवेदन की अंतिम तिथि 30 अक्तूबर, 1988 रखी गई थी उसे हटाया जाए तथा महाराष्ट्र शासन के नियमानुसार आवेदन करने के लिए तिथि का बंधन न रखा जाए क्योंकि इन्टीरियर के बहुत से सेनानियों को फार्म भरने की तारीख भी मालूमात नहीं हो पाई थी। इस गलती के जिम्मेदार वहां के जिलाध्यक्ष हैं जिन्होंने डोंडी पिटवाकर गांव के सेनानियों तक इस महत्वपूर्ण खबर को नहीं दिया।

अतः मेरा आपसे दुबारा निवेदन है, सरकार से निवेदन है कि मध्य प्रदेश शासन के जितने सेनानियों के प्रकरण लौटाए गए हैं उन्हें तत्काल स्वीकृत करके उन सेनानियों को पेंशन से सम्मानित किया जाए।

श्रीमती सत्या बहिन (उत्तर प्रदेश): मैडम में समर्थन करती हूं ...(व्यवधान)...

SHRI DARBARA SINGH (Punjab): A very good point has been raised by the hon. lady Member.

श्री भंवर लाल पंवार (राजस्थान): यहां आए हैं, जो सैंट्रल गवर्नमेंट मे पड़े हैं फार्म, उनको जल्दी से स्वीकृत किया जाए। यह सारे देश के स्वतंत्रता सेनानियों की मांग है।

उप सभापति: मैं आपके साथ सहमत हूं कि स्वतंत्रता सेनानी एक-एक करके जा रहे हैं इस दुनिया से, इससे पहले कि वे जाएं, सरकार को कुछ निर्णय लेना चाहिए।

श्री दरबारा सिंह: यह फ्रीडम फाइटर्स को ही मिल सकेगी, उसकी विडो को तो इंतजार न करें कि उसको देना पड़ेगा।

Use of AIDS-Infected Injections in Various Hospitals in Assam

SHRIMATI BIJOYA CHAKRAVARTY (Assam): Madam, I would like to apprise the House of a serious matter. A report has appeared in some national and local dailies and this has caused great resentment in the State of Assam. With 12 vials of Rhiggal serum—an Rh factor rectifier—being injected into pregnant women of Dhubri and Gauhati the dreaded Acquired Immune Deficiency Syndrome (AIDS) is likely to have struck in the North-East. In a consignment of the injection (batch Nos. 44173 and 44174) 12 vials of batch No. 44174 were sold to Medicos Pharmacy, Dhubri, by a Bombay firm, Biogenics (India) Ltd. under chalan No. 11789. The firm also sold a batch of 60 vials and 30 vials of Batch Nos. 44174 and 44173 respectively to Candid Drugs Distributors, Guwahati. Acting on a telegraphic message from Drug Inspector Maharashtra, the Drug Controller of Assam took active steps and he recovered out of 60 only 6 vials. Probably the rest of the vials had already been injected to the people or they have gone to some of the maternity hospitals of Guwahati. Rhiggal is brand name of a drug manufactured by Biogenics (India) Ltd., previously known as Associated Laboratories. it is injected into expectant mothers with an Rh positive blood factor bearing foetuses with Rh negative blood factors. This injection contains the relevant anti-bodies and thereby eliminates the risk to life.

The serum is collected from human donors prior to being commercially manufactured and it now becomes evident that donors for batches 44173 and 44174 had tested positive with Human Immune Deficiency Virus (HIV) authorities. It is reported by PTI that at least eight women in West Bengal were recently given anti-haemophiliac globulin injections which carry positive AIDS virus. Altogether 100 vials of the injections manufactured by a Bombay-based firm found their way into the retail outlets of Calcutta and three districts of the State.

Madam, it is appalling to note that a life-saving drug should leave the laboratory without having been screened thoroughly for diseases as lethal as AIDS and is clearly a case of negligence. This

startling discovery proves that the survival of entire population is at stake unless all blood products which contained blood components are carefully screened before putting them into market.

So, Madam, I urge upon the authorities concerned to censure the companies which made such drugs and to take stringent measures against those who are producing the drugs having positive virus of AIDS.

KUMARI SAYEEDA KHATUN (Madhya Pradesh): Madam, I associate myself with this.

SHRI KARMA TOPDEN (Sikkim): Madam, also associate myself with this.

THE DEPUTY CHAIRMAN: I think everybody associates himself with everybody's special mention. Why not one person give all the special mentions and all the Members associate themselves except, of course, Shri Subramanian Swamy?

Evasion of tax by Multinational companies

SHRI CHIMANBHAI MEHTA (Gujarat): Madam, I am raising an issue with regard to tax-evasion by certain multinational companies and big business houses. It is reported in the press that Rs. 2800 crores are locked up in the courts because of the litigation resorted to by these big companies and more than 50 per cent of the amount locked up in the litigation battle is due to ITC, formerly it was Imperial Tobacco Company and now it is the Indian Tobacco Comany limited. Exact figure worked out is Rs. 1434 crores. Notices have been issued. Demand notices have also been made, matters are going to the court.

The money is still not recovered. Now a very dubious way has been resorted to by this company. First they challenge the excise order and then the matter goes for adjudication. In one case where the dispute was for about Rs. 803 crores, the Director, Anti-evasion, himself was adjudicating the matter. For 300 days he adjudicated in this matter and when he was about to give the order, he was transferred and the case was handed over to another person. Now who is at fault? Whether ITC was at fault or who is the person at fault, we have to locate it and ask them to give the answer.

Seconuly, while the matter is in the High Court, if the High Court did not give a stay, the Ministry assumes that a stay should be granted because if they proceed to recover the amount, the factory might be closed. If this argument is appllied to everybody, you can never have any Central Budget. Everybody would say, "my factory or my establishment would be closed". This argument has been put forward by whom? By Mr. Ajit Panja. In a letter written to a Lok Sabha Member, Mr. Selvendran, on 22nd February, the Under Secretary makes a noting that recovery may not be done because it may lead to closure of the factory. Immediately, the Deputy Secretary, then Member (Excise), then Revenue Secretary and then Mr. Ajit Panja concur. All these things happen within 24 hours and Rs. 80 crores are blocked like this.

THE DEPUTY CHAIRMAN: Please be brief.

SHRI CHIMANBHAI MEHTA: Yes, I am very brief and pointed because you can write a book on this but this is a Special Mention.

Now criminal prosecution was to be launched againt ITC. Instructions were issued. The Ministry also confirmed to one of our Members, Mr. Virendra Verma, in a letter. But since last two months, nothing has happened; no criminal prosecution is taking place. Is ITC a sick unit? Eight days back they published their balance-sheet. They are making huge profits. It is a multi-national company. They own hotels and they have

[Shri Chimanbhai Mehta]

immense assets. Therefore it is not understood why this kind of leniency is being shown to them. It is really very much puzzling. We have been lenient to Union Carbide. This is not the way to deal with the multi-nationals. Let them not understand India as if they can behave as they like. They go in for a stay order in the court, they forestall prosecution and they get orders from the Minister and we are told that we are running short of finances. When we say that we are having schemes, let us help the poor people like this, we are told that there is no money. But you allow the multinationals to escape like this.

SHRI B. SATYANARAYAN REDDY (Andhra Pradesh): We should not reward multi-national companies as they are robbing our country.

श्री वीरेन्द्र वर्मा (उत्तर प्रदेश): माननीय डिप्टी चेयरमैन महोदया, कुछ महीने पूर्व इशु को मैंने इसी हाऊस में उठाया था। 15-16 सौ करोड़ रुपये का मामला इस मल्टी नेशनल कम्पनी के विरूद्ध देश के विभिन्न स्थानों पर मुकदमें के रूप मे चल रहा है। मुझे यह भी मालूम हैं कि भारत सरकार के वित्त मंत्री ने इसके खिलाफ आर्डर्स भी किये कि कड़ाई से वसूल किये जायं। आदेश भी गये कि क्रिमिनल्स केसेज उसके खिलाफ फाइल किये जायें। लेकिन मैं यह कहने मे असमर्थ हूं कि गवर्नमेंट के आदेश के बावजूद भी अभी तक क्यों क्रिमिनल्स केसेज फाइल नहीं किये गये। क्यों कड़ाई से रुपया वसूल नहीं किया गया जब कि न तो हाई कोर्ट ने स्टे दिया है और न ही वित्त मंत्रालय के आदेश हैं? तब यह क्यों रूका पड़ा है? एक बात समझ में आती है कि या तो वित्त मंत्री महोदय ने आदश दिये हैं कि अभी रोक दिया जाय या प्रधानमंत्री ने आदेश दिये है कि यह रोक दिया जाय। मैं चाहता हूं कि इस बारे मे हमें बताया जाय कि सारे हिन्दुस्तान में अगर चार सौ, पांच सौ रुपये किसी किसान या मजदूर पर बकाया रह जाये तो वह हवालात में न जाता हो। ऐसी स्थिति में जब आठ सौ करोड़ रुपये बकाया हों और उनका वकील जो गवर्नमेंट का वकील है, वह सिफारिश करता है कि उनके वसूली न की जाय तो वह पैरवी कैसे करेगा। पैरवी करने के लिए वकील रखा जाय और वही वकील कहे और सिफारिश करे कि रुपया वसूल न किया जाय तो वह मामले की पैरवी कैसे कर सकते हैं? इसमें हमे यह शिकायत है कि सरकार के बड़े-बड़े अधिकारी, सरकारी वकील इन लोगों से मिले हुए हैं। हम विदेशों से कर्जा लेते हैं, हम धनाढ्यों से कर्ज लेते हैं, लेकिन धनाढ्यों से रुपया वसूल करने में ढिलाई करते हैं तो वह क्रिमिनल है, दुर्भाग्यपूर्ण है। इसको सख्ती से वसूल किया जाना चाहिए। इन शब्दों में साथ मैं श्री चिमन भाई मेहता ने जो स्पेशल मेंशन पेश किया है उसकी ताईद करता हूं

Raids on offices of Indian Express in Bombay

SHRI ALADI ARUNA *alias* V. ARUNACHALAM (Tamil Nadu): Madam, I would like to draw the attention of the House to a matter of urgent public importance. Today there is a news item in all the dailies regarding the raids against the *Indian Express*. The Income Tax Department has yesterday raided the offices of the *Indian Express* at Bombay and Ahmedabad. It is unwarranted and highly objectionable. It is an undemocratic and despotic way of treating the press. I strongly condemn the Department indulging thus against the *Indian Express*.

Madam, nearly 40 personnel, without any witness, under the supervision of Mr. Arun Kumar, raided the premises of the office of the *Indian Express* at Bombay and manhandled their security guard without any justification. In Ahmedabad also the Income Tax officials conducted a survey-cum-assessment operation under section 133A of the Income-tax Act. These raids have been conducted on the basis of a complaint by a disgruntled ex-employee of the *Indian Express*. It is reported that the *Indian Express* have given a due reply with all necessary particulars to the Registrar of Newspapers of India and stated that the allegations made by the ex-employee were false, malicious and motivated. Despite these facts, the Income Tax Department, with the object of taking revenge against the *Indian Express*, indulged in this cowardly act.

Madam, you are aware of the fact that yesterday the Privileges Committee submitted its report to the Lok Sabha saying that there is no case against Mr. Arun Shourie, Editor of the *Indian Express*. It

reveals how true the contents of the *Indian Express* are. There are more than 200 cases pending against the *Indian Express*. It reveals how vindictive this Government is against them.

SHRI N.K.P. SALVE (Maharashtra): This is very unfair .....(*Interruptions*).....

SHRI JAGESH DESAI (Maharashtra): This was in the Lok Sabha .....(*Interruptions*).....

SHRI ALADI ARUNA *alias* V. ARUNACHALAM: What have I stated? I stated that the report has been submitted in the Lok Sabha. Has a Member no right to refer to that? .....(*Interruptions*).....

SHRI JAGESH DESAI: But the facts are not correct .....(*Interruptions*).....

SHRI M.S. GURUPADASWAMY (Karnataka): It is a public document now.

SHRI ALADI ARUNA *alias* V. ARUNACHALAM: What I have said is, there was a Privileges Committee report yesterday in the Lok Sabha in which it has been clearly stated that there was no case against Mr. Arun Shourie. What is wrong in it? I was quoting a document .....(*Interruptions*)..... Kindly direct.

THE DEPUTY CHAIRMAN: I will direct you. It has been going on in this House. For the last one week we have been hearing that what is mentioned in the other House should not be mentioned here. It is the report of the Privileges Committee of the other House. Please do not mention it. You confine yourself to the Special Mention .....(*Interruptions*).....

SHRI M.S. GURUPADASWAMY: I am on a point of order.

THE DEPUTY CHAIRMAN: I will allow you, but let me finish my observation. Let me finish my submission that you do not mention what happened in the other House, what their privilege motion is, We are not concerned with it. You are making a special mention about "THE INDIAN EXPRESS." You can talk about that.

SHRI ALADI ARUNA *alias* V. ARUNACHALAM: All right. I abide by your ruling.

SHRI M. S. GURUPADASWAMY: On a point of order, madam, I do take it that it is only your observation, not a ruling.

THE DEPUTY CHAIRMAN: That is my ruling.

SHRI N. K. P. SALVE: Madam, is it your ruling or your observation?

THE DEPUTY CHAIRMAN: It is my ruling.

SHRI M. S. GURUPADASWAMY: May I just make a submission?

SHRI N. K. P. SALVE: If you .....

THE DEPUTY CHAIRMAN: He is not making any observation on my ruling.

SHRI N. K. P. SALVE: Half a minute.

SHRI M. S. GURUPADASWAMY: Just on a point of order. You can react to me later.

Madam, the document which he mentioned, is a public document. Once a document is laid on the Table of the house, it is a public document. Whether it is laid on the Table of this House or that of the other House, it is immaterial. Therefore, what he is quoting is from that document. He referred to that document only. Therefore, it is not objectionable at all.

SHRI N. K. P. SALVE: Apart from the fact that the very assumption on which the hon. Leader of the Opposition

[Shri N.K.P. Salve]

has argued is incorrect, I am on a more fundamental issue. Once you have given a ruling, that is the end of the matter.

SHRI ALADI ARUNA *alias* V. ARUNACHALAM: What is this?

SHRI N. K. P. SALVE: There should be no debate on a ruling by the Chair.

THE DEPUTY CHAIRMAN: I was very clear when I said it. You are making a special mention on the raid on "THE INDIAN EXPRESS." It does not concern what happened in the other House or what the privilege issue is in the other House. Is it connected with it? Is the raid connected with it?

SHRI ALADI ARUNA *alias* V ARUNACHALAM: I will give you reply.

THE DEPUTY CHAIRMAN: I will not allow otherwise. You speak about the raid. You abide by your special mention. Let us maintain certain decorum of this House.

SHRI ALADI ARUNA *alias* V. ARUNACHALAM: All right, Madam. I abide by your ruling. But my point for clarification is, without mentioning the "Lok Sabha", I just say that the Privileges Committee has stated that there is no case against Mr. Arun Shourie.

THE DEPUTY CHAIRMAN: No. That is of Lok Sabha.

SHRI ALADI ARUNA *alias* V ARUNACHALAM: Do you think I have no right to mention about the Privileges Committee Report? (*Interruptions*). How? Is it relevant or is it not relevant? It is for the Chair to decide. It is not for you. Without mentioning the "Lok S ha" I just say that the Privilege ommittee has stated that there is no case against Shri Arun Shourie.

THE DEPUTY CHAIRMAN: Mr. Aruna, please maintain the decorum of the House. I gave a ruling. You talk about the raid. Who is stopping you? You can raid anything you like but not the other House.

SHRI ALADI ARUNA *alias* V. ARUNACHALAM: My point is, the raid has been committed against a good newspaper.....

THE DEPUTY CHAIRMAN: You can talk about that.

SHRI ALADI ARUNA *alias* V. ARUNACHALAM: .....a newspaper which is rendering a great service to the nation, for which I am substantiating certain reasons.

Madam, It is a naked act of harassment and criminal threat not only to "THE INDIAN EXPRESS" but also to the freedom of the press. If this position is allowed to continue, the freedom of the Press in India would be at peril. I appeal to the Chair to safe guard the freedom of the press. Otherwise, it will be construed that the freedom of the press in India is subject to the approval of the Congress Party in Power. It is very dangerous to the very existence of our democratic system.

SHRI M. S. GURUPADASWAMY: Madam, just one remark.

SHRI B. SATYANARAYAN REDDY (Andhra Pradesh): I associate myself with the special mention made by Mr. Aladi Aruna.

SHRI M. S. GURUPADASWAMY: Just a word. I am not being very narrow in my approach. This raises a very vital question of the freedom of the press. I am just raising this issue in a general way, whether any department of the Government of India has got powers, can take powers under any law and invade and harass a premier newspaper like "THE INDIAN EXPRESS". This is my

point. It is misuse of the powers given under any law, any rules. They cannot do that.

SHRI JASWANT SINGH (Rajasthan): Madam Deputy Chairman, I am associating myself with the sentiments expressed by Shri Aladi Aruna and Shri Gurupadaswamy.

I would mention that these series of raids yesterday were on the premises of the newspaper offices of "THE INDIAN EXPRESS". These latest raids, to my mind, are yet another totally unacceptable and sickening attempt by the Government of India to intimidate this chain of newspapers and, in the process, to stifle the freedom of press.

Linked with this totality of the aspect of freedom of the Press are three or four other, very important issues. I would at the very beginning like to say that we have to—and the Government has to—make a distinction between the Indian Express Private Limited as a company and the *Indian Express* as a chain of newspapers. I am not a protagonist of, and I am not protecting the Indian Express Private Limited as a company. If the Indian Express Private Limited company is guilty, of any crime for the evasion of taxes, customs or whatever, they must, like anybody else, be answerable in the eyes of law. But the agency of the newspaper, whichever newspaper—and the *Indian Express* particulary gets highlighted, because it is in the forefront as a critic of the Government—must not be bullied. But when you do that, it is intimidation and it is sickening. And you are engaging in that activity by not making a distinction between the owning company and the newspaper. Therefore, you are making an assault on the freedom of the Press.

THE DEPUTY CHAIRMAN: Please conclude.

SHRI JASWANT SINGH: Madam, I do request a little consideration because there are just two other important aspects involved. The first is the selective application of, and secondly, this bending of the agencies of the State for private application, as if the agencies of the State were agencies for settling personal vendettas. We have in this very House seen and witnessed the treatment that is meted out for example to Shri Lalit Suri, or in the process of retrospective grant of NRI status to some citizens, or for that matter CBI clearance to Reliance. I have with me here a copy of the Grover Commission. If you permit me, I will lay it on the Table of the house with your permission.

THE DEPUTY CHAIRMAN: No.

SHRI JASWANT SINGH: Well, you don't permit. I did not except anything else. That is precisely what I mean, Madam.

THE DEPUTY CHAIRMAN: What do you mean by that, Mr. Jaswant Singh?

SHRI JASWANT SINGH: I meant that you would not grant me that permission.

THE DEPUTY CHAIRMAN: It is not done. You cannot...

SHRI JASWANT SINGH: If I authenticate it. You permitted certain members...

THE DEPUTY CHAIRMAN: You cannot lay anything on the Table of the House.

SHRI JASWANT SINGH: If I authenticate a document...

THE DEPUTY CHAIRMAN: Why?

SHRI JASWANT SINGH: You can certainly deny permission. This bending and this personal utilisation of the agencies of the State for settling vendettas leads to certain categories of people, or certain categories of corporate bodies to become specially favoured and certain categories to become categories especially disfavoured. I would like to give a personal example. For a failure to pay Rs.

[Shri Jaswant Singh]

237 I and my wife have been served with a non-bailable warrant of arrest. I mentioned this yesterday. I have to say it today Now, for the default of Rs. 237 I have been served with a non-bailable warrant of arrest. You could well say that I am a criminal, but certainly my wife is not a criminal. This is the manner in which you bend the agencies of the State.

I would give you yet another example. On television and radio you put out yesterday that in the *Indian Express* all kinds of documents have been found, wherein in actual fact, the challan or the documentation is not yet complete, even while the raid is not complete. I appeal to you and to the whole House to share with us our concern on the freedom of Press. It is a question on which you should join with us. I am not for condoning the ill-deeds of anybody, but when it comes to an assault on the freedom of the Press, please don't make it a parochial issue.

SHRI JAGESH DESAI: I am for freedom of the Press, but those who run the Press are also industrialists. And when there is a specific and reliable information with the tax department, if they do not raid, they will be committing a crime What sort of things have they done? Hawalas are there. Over-invoicing of purchases are there and concealment of income is there. I will give an example. Suppose there are bogus entries in the books of the *Indian Express* of various people.

SHRI JASWANT SINGH: Charge them.

SHRI JAGESH DESAI: There are all Hawalas of their funds that they give to the companies. And if you don't raid these companies, everything will remain concealed. That is why it is necessary that we preserve the independence of the Press, but at the same time the Press barons who are concealing their income, over-invoicing their purchases and thus showing less profit, and the stocks which they show are also at a lesser price. Madam, I have seen the two reports of the Finance Department for the year 1986-87 and 1987-88 and by over-seeing the accounts of these big companies including these big people they are found to have concealed Rs. 200 crores of income. On specific information and reliable information, if the Government do not act, what it can do? Otherwise all the press people will start this kind of dubious things and they will transfer these funds to other industries. That is why I welcome the action taken by the Government. If the Government would not have taken action, then, it would have been a crime and this would have given the privilege to all the newspaper barons to have this kind of concealed income in their books of accounts. At the same time, there is no question of harassment. If harassment is there, then, we are all with them. No harassment should be done. But all those wrong things done must be brought out and shown to the public.

SHRI N.K.P. SALVE: Madam Deputy Chairman, I want to associate with what Shri Jagesh Desai has said. Shri Jaswant Singh has conceded in his argument that so far as Indian Express Private Limited is concerned, its misdeeds if any, must be gone into. Because it is running a newspaper it is not above any other average citizen. Madam, abuse of authority under section 132 or 133A is a total sin. It is as much a sin if it is done against him as much as against the Indian Express Private Ltd. Because a particular company is running a newspaper and you raid the company, is it an affront to the freedom of the press? What do they understand by the freedom of the press? Have they said that it must not print something or it must not do something or does it mean that because it is printing a newspaper, they can get away with murder? This is what has been agitated times out of number. Madam, when a company which is commercially running a venture is running a newspaper, their right to run a newspaper is inter-mixed where they write to carry on illegal business. The two things are entirely different. It is very

unfair that the Income Tax department which is now to enquire into whatever there may have been found should have been condemned so badly. It is a quasi-judicial enquiry. If the power under section 132 has been wrongly used, they have other forums other than the Parliament where they can go and get the proceedings quashed by merely asking. But *prima facie* if the proceedings are *bona fide*, let it go on. Let us not use this forum, this august body to condemn a Government department.

SHRI JASWANT SINGH: This is the only forum for freedom of the press.

SHRI N.K.P. SALVE: Again the same thing: If the Income Tax department or the Commissioner were to tell him what they should write...

SHRI JASWANT SINGH: It is not a legalistic argument.

SHRI N.K.P. SALVE: Madam, I am not yielding. It is an argument based on common sense. The law of the land is sacrosanct for everybody, every company and every wing. I know, he may not know, there are cases where power under section 132 has been grossly abused but the forum is different. We have gone to High Court and we went to the Supreme Court and the Income Tax department got a licking for it. But to use this forum and say that a wrong investigation into a wrong allegedly done by a company which is running its business for profit tantamounts to tinkering with the freedom of the press, is grossly unjustified and wholly unwarranted. Madam, I want to submit if it goes on in this way we are only helping those who want to evade taxes. I do not know, for a moment, as to what are the merits as much as you do not know what are the merits. Under section 132 itself there are built-in safeguards on the basis of which an authorisation can be given to conduct a raid. Section 133A is a wider section but then this House itself has enacted that law and nobody is above that law. Nobody is above section 132. Nobody is above section 133A. If it is an abuse of the whole thing, let it be taken before a proper forum and let it be condemned. In the meanwhile, let us not mix up an investigation into an alleged illegality by a company, running a commercial newspaper and tinkering with the freedom of the press. The two things are entirely different.

1 P.M.

THE DEPUTY CHAIRMAN: Mr. A.G. Kulkarni. *(Interruption)*.

SHRI SUKOMAL SEN (West Bengal): Madam, I want to make a small submission.

THE DEPUTY CHAIRMAN: We are not having a debate. Their names were there. *(Interruption)*.

SHRI SUKOMAL SEN: His name was not there.

THE DEPUTY CHAIRMAN: Do you have the papers or do I have the papers? *(Interruption)*. Mr. Sukomal Sen, please sit down. Mr. Kulkarni has given his name and he has to speak.

SHRI A.G. KULKARNI (Maharashtra): Madam Deputy Chairman, in connection with today's news in the "Indian Express", I am also concerned because I do not take it as my friends are doing that it is an assault on the freedom of the press etc. That is something beside the point. The point is, Madam, that some raids have taken place. I am on a limited point. So many raids have taken place on the "Indian Express" and the proprietor of that what you call private limited company. But, Madam, what I say is, people are doubting the intentions of this Government because no decision is taken. I am on this point.

SHRI SUKOMAL SEN: That is the point.

SHRI A.G. KULKARNI: You might be on my point, I do not know. But my

[Shri A.G. Kulkarni]

point, Madam, is and through you, I want to request the Government that for heaven's sake, here is a raid which has taken place. Here is Mr. Ashok Jain of the "Times of India", mentioned in this House many times, but no action is taken and the people at large doubt the intention of the raid. As my friends have rightly stated, there might be merits, but that should have been explained and a decision should be taken. Along with this, Madam, I remember, perhaps Mr. Salve has gone now, we in the Congress party for the last eighteen years, out of those five-ten years, discussed about the income tax concealment by Mr. Goenka but nothing has happened. So, now whether it is a political act or whether it is a genuine raid, that people must know and I demand on behalf of the people and Members of this House that the Government should explain this. And the last point, Madam, I have already stated when Chairman was in the Chair that I have already written a letter on such matter. Mr. Jaswant Singh is not the only alert and smart Member of this House. Madam, I have also got with me the Grover Committee's report which has come in the press today but I do not want to place it in the House because it is not a practice. But we have also worked on the matter and we will take it up in the party how to apply our mind and get justice to see that the corruption is removed from this country.

THE DEPUTY CHAIRMAN: Shri Promod Mahajan. *(Interruption).*

SHRI SUKOMAL SEN: Madam, I would like to know whether it is because of the political vendetta, because people are doubting the intentions of the Government. *(Interruption).*

THE DEPUTY CHAIRMAN: No please sit down.

Problems faced by pilgrims going to Manasarovar lake, Mount Kailash.

श्री प्रमोद महाजन (महाराष्ट्र): उप सभापति महोदय, इस विशेष उल्लेख के द्वारा में हिन्दुओं की एक महत्वपूर्ण तीर्थ यात्रा में आने वाली कठिनाइयों की ओर केन्द्र सरकार का ध्यान आकर्षित करना चाहता हूं। कैलाश मानसरोवर की यात्रा हर श्रद्धालु हिन्दू जीवन की एक महत्वपूर्ण सपना होता है।

[उप सभाध्यक्ष (श्री जगेश देसाई) पीठासीन हुए]

मेरी जानकारी में विदेश में बसा यह शायद हिन्दुओं का एकमात्र तीर्थ-स्थान है, लेकिन दुर्भाग्य से कैलाश मानसरोवर की यात्रा के संबंध में भारत सरकार को जितना जागरूक एवं कार्यक्षम होना चाहिए उतनी जागरूकता और कार्यक्षमता की अनुभूति नहीं आती। भारत-चीन समझौते के अनुसार यह यात्रा होती है। हर वर्ष दो सौ यात्री कैलाश मान-सरोवर की तीर्थ यात्रा कर सकते हैं। विदेश मंत्रालय का चीन विभाग इसे विशेष रूप से देखता है। सब से बड़ी कठिनाई तो यह है कि इस यात्रा के संबंध में जनता को उचित एवं आवश्यक जानकारी नहीं होती।

विदेश मंत्रालय की ओर से अप्रैल के सप्ताह मे एक विज्ञापन प्रकाशित होता है, इससे अधिक विदेश मंत्रालय जानकारी के बारे में कुछ नहीं करता। विदेश मंत्रालय भारत सरकार से मेरा अनुरोध है कि इस यात्रा के संबंध में केवल समाचार-पत्रों में विज्ञापन प्रकाशित करके जनता को जानकारी नहीं होगी बल्कि आकाशवाणी, दूरदर्शन तथा अन्य माध्यमों का उपयोग करके कैलाश-मानसरोवर की यात्रा के संबंध में जनता तक जानकारी पहुंचानी चाहिए। इतनी कम जानकारी होने के बाद हर वर्ष हजारों आवेदन आते हैं। यह अत्यंत कठिनाई की यात्रा होने के बाद भी हजारों यात्री वहां जाने के इच्छुक होते हैं, लेकिन दुर्भाग्य से यात्रियों की संख्या केवल दो सौ तक सीमित कर दी गई है। मेरा अनुरोध है कि केन्द्र सरकार चीन सरकार से बात करके यात्रियों की संख्या बड़ी मात्रा में बढ़ाने का प्रयास करे।

यात्रियों की इस तीर्थ स्थान पर जाने के लिए बड़ी जांच आवश्यक होती है क्योंकि लगभग 17,000 फीट से अधिक की ऊंचाई पर उन्हें जाना होता है। लेकिन जिस प्रकार राम मनोहर लोहिया अस्तपाल में इसकी जांच होती है, तीन-तीन, चार-चार, छह-छह दिन इस विभाग से उस विभाग की ओर यात्रियों को दौड़-धूप करनी पड़ती है। इतना ही नहीं जांच से क्या निर्णय निकला, वह भी तुरन्त उन्हे नहीं बताया जाता। मैं अनुरोध करुंगा कि इसके लिए एक विशेष डाक्टर की टीम तय हो, वह

यात्रियों को सूचीबद्ध कर ले, उनकी जांच कर ले और तुरन्त उन्हें बताए कि वह इस योग्य हैं या नहीं?

महोदय, केन्द्र सरकार की ओर से एक समन्वय अधिकारी इस यात्रा को देखता है। लेकिन दुर्भाग्य से आज तक जो यात्री गए हैं, उनका यह अनुभव है कि यह अधिकारी जो होता है, वह सरकारी अधिक होता है और श्रद्धालु कम होता है, इसलिए वह यात्रा में अपनी लहर के अनुसार मनमाना परिवर्तन कर देता है। मुझे लगता है कि इस यात्रा का जो विज्ञापन है, उसमें ही लिखा है कि यह यात्रा धार्मिक उद्देश्य से होती है। तो मेरा अनुरोध होगा कि समन्वय अधिकारी की नियुक्ति करते समय, सरकार अपनी ओर से इस प्रकार के ही यात्री की नियुक्ति करे जिसे इस यात्रा में रूचि हो।

महोदय, यात्रा का जब प्रयाण होता है तो कोई जिम्मेदारी किसी की नहीं या यात्रा से आने पर उनका क्या हाल हुआ, इसके बारे में विदेश मंत्रालय उनसे कोई पूछताछ नहीं करता। तिब्बत में यह यात्रा दस-बारह दिन होती है, जिसके लिए विदेशी मुद्रा में लगभग 500/- प्रति दिन के हिसाब से यात्रियों से लिए जाते हैं। इस यात्रा के लिए लगभग 400 डालर दस दिन के लिए यात्री को देने पड़ते हैं और तिब्बत में यात्रियों के साथ, विशेषकर महिला यात्रियों के साथ अत्यंत अनुचित व्यवहार होता उनके लिए कोई रहने, खाने पीने का बंदोबस्त ठीक प्रकार से नही होता। लगता यह है कि 500/— रुपये प्रति दिन लेने के पश्चात् भी चीन सरकार ठीक से व्यवस्था नहीं करती। विदेश मंत्रालय द्वारा इस ओर ज्यादा ध्यान देने की आवश्यकता है।

अंत में मुझे एक बात कहनी है कि केवल विदेश-मंत्रालय इस यात्रा को, चूंकि यह हिंदुओं का एकमात्र विदेशी तीर्थ स्थान है तो इस यात्रा को, एक सरकारी कामकाज का अंग न बनाये।

इसके लिए श्रद्धालुओं, इसमें विश्वास रखने वाले हिंदुओं की एक समिति बने, जो समिति इस यात्रा की सारी व्यवस्था देखे, सरकार से भी सहयोग ले और यात्राओं की भी व्यवस्था करे ताकि इस यात्रा में आने वाली सुविधाओं की ओर अधिक ध्यान दिया जा सकता है। मुझे लगता है कि हज यात्रा के लिए जो सुविधा मिलती है और जिस प्रकार की समिति बनती है, वह सुविधाएं और समिति भी इस विषय में मार्गदर्शन हो सकती है। मैं आशा करता हूँ कि इसी वर्ष सरकार इस पर विचार करेगी। बहुत-बहुत धन्यवाद।

श्री ईश दत्त यादव (उत्तर प्रदेश): माननीय उपाध्यक्ष जी, केवल आधा मिनिट बोलूंगा। मैं इसका समर्थन करता हूँ। यह अत्यंत ही महत्व का विषय है। जो कुछ कहा गया है, सरकार को गंभीरता से विचार करना चाहिए। ....**(व्यवधान)**.....बहुत महत्वपूर्ण है।

उपसभाध्यक्ष (श्री जगेश देसाई): ठीक है। इसलिए मैंने ज्यादा टाइम दिया उनको।

श्री ईश दत्त यादव: ठीक है, मान्यर, मैं समर्थन करता हूँ।

Need to take immediate steps to prevent the Sale of AIDS-infected Drugs by Multinationals

SHRI SANTOSH BAGRODIA (Rajasthan): Mr. Vice-Chairman, for the last fifteen days we are regularly getting information in the newspapers about AIDS-infected drugs. This has been talked of in this House last week also. This is a very serious matter that some multinational companies have made our country a testing ground and they treat our people as guinea-pigs. Unless a very serious note is taken of this, what is happening in West Bengal, what is happening in Karnataka, is going to be repeated and it might be happening in every State in the country. In fact, it will be the worst situation and it will be a holocaust, worse than the holocaust the Jews suffered at the hands of Hitler. I am afraid the new generation in our country would be infected by this. Unless these merchants of death, these multinationals, are dealt with seriously and unless the Government takes very strong steps against them, it may be impossible to stop their activities. I can give you just one or two specific examples.

One Mr. Jaidev Yadav, 26 years old, and a 21-year old Lucy paid Rs. 350/- for one injection. It was supposed to be a life-saving injection, but it proved to be a killer injection. I would like to know from the Government what steps it is taking. I would specifically suggest that

[Shri Santosh Bagrodia]

we should have better diagnostic facilities for AIDS all over the country and we should also start blood donor screening in order to prevent the AIDS virus from contaminating the blood during the process of transfusion. We should also develop a special judicial system only for drug peddlars and also for drug abuse cases.

I hope the Government will take a very serious note of this problem before it becomes something worse than the Bhopal gas accident in which a few thousands of people were affected whereas in the case of AIDS crores and crores of people will be affected. Thank you, Sir.

BUDGET (RAILWAYS), 1989-90

डा० बापू कालदाते (महाराष्ट्र) . उपसभाध्यक्ष महोदय यह अर्थ सकल्प, चुनावी अर्थ संकल्प है क्योंकि मैं यह मान कर चला हूं कि शायद इससे पहले चुनाव हो जाएंगे, शायद...

श्री गुलाम रसूल मट्टू (जम्मू और काश्मीर) : आपको शक क्यों है?

डा० बापू कालदाते : इसलिए शायद कह रहा हूं क्योंकि मुझे डाउट है। इसके बारे मे चर्चा आगे होगी।

रेल मंत्रालय के (राज्य मंत्री)श्री माधवराव सिंधिया: चुनाव पर डाउट है, पर यह बजट चुनावी बजट है इस पर डाउट नहीं है? .(व्यवधान)..

डा० बापू कालदाते: महोदय, अगर इसे देखें तो मुझे लगता है कि रेल मंत्री महोदय अक्लमंदी या चालाकी से कई बाते इसमें ले आए है जिस कारण कुछ समय के लिए कुछ लोगो को खुशी हो जाती है और वे तालियां बजाते है, जैसेकि इस अर्थ संकल्प में आपने यात्रा किराया नहीं बढ़ाया है। तो लोगों ने तालियां बजानी शुरु कर दीं। लेकिन जब लोग तालियां बजा रहे थे तब आप जेब काट रहे थे, यह बात उनके ध्यान में नहीं आई क्योंकि आपने माल भाड़े की दर बढ़ा दी। महोदय, माधव राव जी के बारे में एक बात कहनी पड़ेगी कि इस देश मे 70 से लेकर आज तक जितने भी रेल मंत्री हुए है उनमे लोगों से पैसा वसूल करने का जितना अभूतपूर्व कार्य आपने किया है... .

SHRI A. G. KULKARNI (Maharashtra): Mr. Kaldate, he has run the Railways efficiently, more efficiently than any other Minister. That you have to accept.

SHRI GHULAM RASOOL MATTO: You have to accept it with a sense of pride.

SHRI VITHALRAO MADHAVRAO JADHAV (Maharashtra) : Mr. Kaldate, I would appreciate your point if you also appreciate the efficiency of his working.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI) : I think he is going to say that.

SHRI A. G. KULKARNI: Bapu, you can ask for money for Marathwada. He is one of the best Railway Ministers we have had. (*Interruptions*)

श्री प्रमोद महाजन (महाराष्ट्र) : यह तो इस पर निर्भर करता है कि किस पार्टी मे टिकट कन्फर्म होता है.. **(व्यवधान)**..

डा० बापू कालदाते: आप ही सर्टिफिकेट दे दें उनको।...**(व्यवधान)**...

श्री अरविन्द गणेश कुलकर्णी: यह एप्रीसिएशन है, सर्टिफिकेट नहीं है।

I never believe in certificates. I appreciate work.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Bapu may also appreciate. Hear him. (*Interruptions*)

श्री अरविन्द गणेश कुलकर्णी: पैसे बगैर रेल चलती है क्या?... **(व्यवधान)**

श्री प्रमोद महाजन: उपसभाध्यक्ष जी, यह तो इस पर निर्भर करता है कि पार्टी में टिकट कन्फर्म होता है, अगर माधव राव की पार्टी में टिकट कन्फर्म होता है तो ...**(व्यवधान)**.

SHRI M. S. GURUPADASWAMY (Karnataka) : It is not a certificate giving ceremony. It is a debate. Mr. Kulkarni may keep the certificate. He may give that later on.

SHRI A. G. KULKARNI : Mr. Vice-Chairman, please take it once and for all: I do not believe in certificates. I never believe in certificates.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI) . Bapu is very honest in his views. I think you hear him. He will also appreciate.

SHRI VITHALRAO MADHAVRAO JADHAV : It is not a question of giving certificates. It is a question of appreciation. (*Interruptions*)

THE VICE-CHAIRMAN (SHRI JAGESH DESAI) : Bapu, go ahead. (*Interruptions*,

डा० बापू कालदाते: बाकी सब लोगों को छोड़कर मैं और माधव जी हंस रहे है।. **(व्यवधान)...**

उपसभाध्यक्ष (श्री जगेश देसाई) : यह बापू की ट्रेन नही बना देना आप... **(व्यवधान)...**

डा० बापू कालदाते: उपसभाध्यक्ष जी, आप जानते हैं कि आप हमारे बहुत बुजुर्ग नेता भी रहे हैं, साथी भी रहे हैं.. (व्यवधान)...

श्री माधव राव सिंधिया: सर, कुलकर्णी साहब ने बापू साहब की चेन पुलिंग करके गाड़ी रोक दी है..**(व्यवधान)...**

डा० बापू कालदाते: यह बिहार और मध्य प्रदेश से नहीं आते है तब भी कर रहे हैं, यह बुरी बात है। यह काम तो बिहार और मध्य प्रदेश में चलता है। ...**(व्यवधान)...**

श्री प्रमोद महाजन : यह चेन कौन सी है और जुर्माना क्या होगा?..**(व्यवधान)...**

उपसभाध्यक्ष (श्री जगेश देसाई) :यह इनका समय नहीं काटा जाएगा।...**(व्यवधान)...**

डा० बापू कालदाते: मैं इसलिए कह रहा था कि इन्होंने सबसे ज्यादा धन किराया और माल-भाड़े मे इकट्ठा करने का प्रयास किया। आज तक जो भी पैसा इकट्ठाहुआ, जैसा कि केलकुलेशन से पता लगता है कि 2,683 करोड़ रुपया 1971-72 से आज तक इकट्ठा हुआ, उसमे से माधव राव जी ने 1,818 करोड़ रुपया इकट्ठा किया है। इसका मतलब है कि दो तिहाई तक पैसा या एक तिहाई तक पैसा आपने इकट्ठा किया है। आपने इकट्ठा किया है, इसके लिए मै नाराज नही हू, लेकिन इकट्ठा करते समय जिस ढंग से आपने इकट्ठा किया, इस अर्थ मकल्प मे उसी का परिणाम आप शायद नही जानते होंगे। लेकिन लोगों को बहुत महसूस हो रहा है, इसका आप ध्यान रखे। एक बात और है कि सरकार की एक अजब नीयत बन गई है कि जैसे हमारे डाक्टरी इलाजों मे पोलियो ड्राप्स देते हैं...**(व्यवधान)...**

उपसभाध्यक्ष (श्री जगेश देसाई): मेरे ख्याल से that freight has not come into being.

SHRI MADHAVRAO SCINDIA: From Ist April, if it is passed by Parliament.

डा० बापू कालदाते: और ये पोलियो डोज वाला मामला बहुत चलाते है क्योंकि बजट जब आता है, उससे पहले प्राइसिज बढ़ा देते हैं, कोल प्राइस बढ़ गया, स्टील प्राइस बढ़ गया, सीमेंट की प्राइस बढ़ गई, पोलियो ड्राप्स ऐसे ही होता है ...**(व्यवधान)...**

SHRI MADHAVRAO SCINDIA: I will remind the hon. Member that we have also given Rs. 1700 crores in dividend to the Government.

DR. BAPU KALDATE: In that I have a fight with the Planning Commission. In that we will be together.तो यह जो पोलियो डोज वाली थ्योरी है कि एक डोज दे देना, जैसे रोग प्रतिबंधक ड्रग्स होते हैं, इनका ऐसा चल रहा है कि गुस्सा प्रतिबंधक ड्रग्स लोगों के शरीर में डालते रहे ताकि पहले कोल का दाम बढ़ा दिया, फिर स्टील का बढ़ा दीजिए, फिर थोड़ा सा सीमेंट का बढ़ा दीजिए, इधर-उधर का बढ़ा दीजिए। अगर सारे टेक्स का बोझ लोगों पर पड़ेगा तो जो गुस्सा लोगो मे आएगा उसको प्रतिबंधित करने के लिए जो नई चाल चल रही है उसका एक परिणाम यह है कि माधव राव जी ने भी थोड़ा-बहुत पोलियो डोज इसमे देने का प्रयास किया है। लेकिन जब हम टोटल प्लानिंग की बात करते हैं तो हमें इस बात को ध्यान मे रखना चाहिए कि इसका इन टोटेलिटी क्या परिणाम होगा। आप भले कहते होंगे कि हमने माल-भाडे मे जो वृद्धि की है उसमे दो या तीन प्रतिशत दाम बढ़ेंगे, लेकिन **(व्यवधान)...**

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): They have not stated that it will be two or three per cent. दाम तो बढ़ेंगे 0.3 परसेंट जो उन्होंने कहा है ...**(व्यवधान)...**

डा० बापू कालदाते: इसलिए आप देखिए हर एक पार्टी अपने ढंग से सोचती है. वे तो इतना सोचता है कि माल का दाम बढाने से और चीजों के दाम भी बढ़ेंगे.

[डा वापु कालदाते]

उनका कहना है कि 0.3 बढ़ेगा. लेकिन आप देखिए कोल का दाम बढ़ गया, माल का किराया बढ़ गया तो उसका असर कितने गुना ज्यादा होगा. अगर आप कोल की बात करते है तो उसका कुल 57 रू० प्रति टन का भार पड़ेगा जो जो किराये इन्होंने बढ़ाये है, सारा बोझ देखेंगे तो उसका क्युमुलेटिव, चलन वृद्धि का दबाव समाज पर ज्यादा पड़ेगा. इसको मद्देनजर रखते हुए यह कहना कि हमने पैसेजरों पर यात्रियों पर किराया नहीं बढ़ाया है, माल का दाम बढ़ाया है, इससे छुट्टी नही होगी. आप पैसा माल भाड़े से इकट्ठा कर रहे हैं, लेकिन उसको देने वाला तो कंज्यूमर है। कोल का दाम बढ़ेगा तो वह भी कज्यूमर्स से वसूल किया जाएगा अत में कंज्यूमर्स के ऊपर ही यह सारा भार जाता है. बजट मे आप कुछ न कुछ दाम वृद्धि करते हैं तो उसका परिणाम चलन वृद्धि पर जाता है और लोगों की क्रय शक्ति पर असर पड़ता है. क्रय शक्ति घटने से समाज की जो दरिद्रता है उसको बढ़ाने का काम दाम बढ़ने से होता है. तो पहली बात मैं आपकी नजर मे यह लाना चाहता हू।

मैंने मज़ाक मे कहा है कि रेल मंत्रालय ने यह किया है कि खिड़की पर दाम वसूल करने के बजाए आपने पाकेट मारी का काम किया है, आपने दाम जेब से वसूल करने का ढंग सोचा है. रेलवे में पिक-पाकेटिंग होती है. मैं यह नहीं समझता था कि रेल मंत्री जी भी इसमे शामिल हो जाएंगे. आपने जो दाम बढ़ाया है उसका दबाव सभी चीजों पर पड़ेगा. इसका प्रैशर पूरी इकानामी पर पड़ेगा. जो भी हमारी नियोजन की प्रक्रिया है उसके ऊपर इसका बुरा असर पड़ेगा।

श्रीमन, मैं दो तीन ही मुद्दे पेश करना चाहता हूं। जो आपने दाम बढ़ाए हैं उसके कई कारण हैं। एक तो आपकी व्यवस्था मे रूद्धता आई है आपकी इकानामी में स्टेग्नेंसी आई है आपका स्टेग्नेंसी का कारण यह है कि आपके पास पैसे का कस्ट्रेन्ट है. आप स्वयं जानते हैं कि हिन्दुस्तान की रेल दुनिया में नंबर दो पर हैं. इसका विस्तार 61 हजार किलोमीटर से ज्यादा है. हम यह भी जानते हैं कि हिन्दुस्तान की रेल हर समय यदि हिसाब लगाकर देखे तो हर रोज एक करोड़ से ज्यादा लोगो को इधर से उधर ले जाती है हम यह भी जानते है कि इस देश मे 9.21 लाख टन माल की ढुलाई होती है। तो माल की ढुलाई और यात्रियों का बोझ भी विस्तृत है। लेकिन आपके पास पैसे का जो कस्ट्रेन्ट है उसमे आप सिस्टम को बदलने मे सफल नही हो पा रहे है, इस बात को मैं जानता हूं। आपके पास कंस्ट्रेन्ट होने के कारण आप सारी व्यवस्था में बदल नहीं कर सकते और जब तक आप व्यवस्था मे बदल नहीं लाएंगे तब तक आपका पैसा इकट्ठा करने की व्यवस्था सिर्फ यात्री किराए या माल भाड़े से वसूल करते रहेंगे तब तक न आपका विकास होगा, न किराया बढ़ाने की प्रक्रिया को आप बंद कर सकेंगे। एक ही रास्ता आपके पास है इंटरनेशनल सोर्स और वह है दाम बढ़ाने का। अगर दाम बढ़ाने की प्रक्रिया चलती रही तो जैसे जैसे रेवेन्युल अर्निंग ट्रैफिक बढ़ता जाएगा, वैसे वैसे फ्रेट रेट और किराये मे भी बढ़ोत्तरी होगी।

मैं सारे सालों के आंकड़े पेश करने की जरूरत नहीं समझता। आप स्वयं जानते हैं कि 80-81 मे रेवेन्यू अर्निंग ट्रैफिक था 195.9 मिलियन टन और उस समय इन्क्रीज इन फ्रेट एंड फेयर 204 करोड़ था। 89-90 का जो बजट है इसमे एस्टीमेटेड रेवेन्यू अर्निंग ट्रैफिक 316 मिलियन टन की है और इन्क्रीज इन फ्रेट एंड फेयर 876 करोड़ की है। इसका मतलब है कि एक तरफ जैसा हम कहते हैं आपका कार्यपालन यानी परफार्मेंस अभूतपूर्व ढंग से चल रहा है, माल की ढुलाई अभूतपूर्व ढंग से चल रही है, इसके साथ अभूतपूर्व ढंग से किराया और माल भाड़ा भी आप बढ़ा रहे हैं। यह सारा का सारा अभूतपूर्व ढंग से चला रहे हैं। इससे जो आप चाहते हैं वह भी नही हो रहा है और जो हम चाहते हैं न वह हो रहा है। अगर इसको दुरुस्त करना है तो मैं यह मानता हूं कि हम लोगों को इसमें बदलाव की आवश्यकता है। अगर बदलाव की आवश्यकता को देखें तो एक बात और ध्यान में आती है कि जैसे इधर आप पैसे बढ़ाते रहे हैं इन्टरनल रिसोर्सेज से, आमतौर पर देखा जाए तो रेल का जो एलोकेशन है साल हर साल कम होता जा रहा है इन परसेंटेजवाइज। रुपयों में संख्या में ज्यादा बढ़ोतरी होगी लेकिन टोटल प्लान आउटले देख लेते हैं तो हम को यह पता लगता है कि गये कई सालों में धीरे-धीरे रेल का एलोकेशन घटता जा रहा है। इसके भी सारे आंकड़े नहीं देना चाहता। लेकिन दो-तीन आंकड़े ले लें 5,6 और सात के प्लान के तो हम देखते हैं कि फर्स्ट प्लान मे 11 परसेंट एलोकेशन था, सेकिण्ड प्लान मे 15 परसेंट एलोकेशन था और थर्ड में 15.45 परसेंट एलोकेशन था। आज 85-90 का जो सैवन्थ प्लान चल रहा है इसमें 6.9 पर्सेंट है। इसका मतलब यह है कि पहले जितना ध्यान रेल एलोकेशन के बारे मे दिया जाता था वह रेल एलोकेशन का ध्यान घटता जा रहा है जिसकी सबसे ज्यादा जरूरत है।

आप स्वयं जानते हैं, हम भी जानते हैं कि प्रवास करने वाले यात्रियों की संख्या हर दिन बढ़ती रहेगी। हम बच्चे थे तो हम को मालूम था कि यह सीजन है, छुट्टियों का सीजन है इसलिए रेल में भीड़ हो जायेगी। *यात्रिये का सीजन है रेल मे भीड़ हो जायेगी।* आज एक दिन हम को नहीं लगता है कि कभी बगैर रिजर्वेशन के हम रेल में यात्रा करने की हिम्मत कर सके। कोई भी हिम्मत नहीं कर सकेगा क्योंकि हर रोज यात्रियों की भीड़ बढ़ती जा रही है। मैं कहता हूं यह अच्छी बात है। इसमे कोई बुरी बात नहीं है। इस देश में नये टूरिज्म का विकास कर रहे है लाखों-करोड़ों लोग स्नान के लिए *यात्रा स्थान* जाते हैं। बड़े-बड़े राजनीतिक दल जो हैं उनकी भी बड़ी-बड़ी सभाएं होती हैं, अधिवेशन होते है उन में लोग जाते हैं।

श्री गुलाम रसूल मट्टू: आबादी भी बढ़ रही है।

डा० बापू कालदाते: आबादी भी बढ़ रही है। यात्रियों की संख्या बढ़ती जा रही है यह अच्छी बात है। इसमें कोई दिक्कत नहीं है। मोबेलिटी इज वन आफ द क्राइटेरिया आफ माडर्नाइजेशन। जितना समाज में चलन रहे उतना समाज एक साथ आता रहे, उतना समाज एक दूसरे को जानता रहे, उतना समाज सारे देश को देखता रहे यह अच्छी बात है। समाज को इकट्ठा रखने मे, देश को इकट्ठा रखने में यात्रा का बहुत महत्वपूर्ण योगदान है। इस बात को मैं मानता हूं। हम देखते है एक तरफ एलोकेशन कम होता जा रहा है और दूसरी तरफ सिर्फ इंटरनल रिसोर्सेज के लिए अगर हम पैसा किराये से वसूल करते रहे तो मुझे नहीं लगता कि इस रेल का काम जितना सुचारुरूप से चलना चाहिए उतना चल पायेगा। इसके लिए कुछ बातों की बहुत सख्त जरूरत है ऐसा मैं मानता हूं। इसके लिये दो बातों की जरुरत है। एक तो प्लानिंग कमीशन की दृष्टि को बदलने की जरुरत है। आप जानते होंगे कि वित्तीय निर्बन्ध हैं हम लोगों पर। इसमें क्या करें। इसके बारे मे 1977 में *एक कैपिटल स्ट्रक्चर कमेटी बनायी गयी थी।* उन्होंने कई सिफारिशे आपके सामने की हैं। उसमें से दो बाते कहना चाहूंगा। एक तो डिविडेंड का मामला है जिसके बारे में आपने अभी कहा कि 17 सौ करोड़ तो आपने डिविडेड में दे दिया लेकिन डिविडेड का मामला थोड़ा रेशनली देखने की बहुत आवश्यकता है। बहुत हद तक कम्मेटी ने यह सिफारिश की थी कि आल डिविडेड *लाइबिलिटीज टु बी ट्रीटिड एज डैफर्ड लाइबिलिटीज।* ऐसा उन्होंने कहा था। तो यह सब की बात नहीं हो सकती। इसमें जो मुसीबत होती है वह खासकर जो पिछड़े हुए इलाके हैं उनके लिए डिविडेंड की बात की मुसीबत आती है। एक तो यह कहा जाता है कि जब सरप्लस मॉप अप हो जायेगा तब डिविडेंड की बात करना अलग है। लेकिन कहीं इनको नई रेल लाइन *बिछानी हो तो प्लानिंग कमीशन* इनको कहता है कि What are their returns? और बताइये कि पैसा कैसे वसूल होगा। मेरी समझ में नहीं *आता है कि गरीबों* के पास पैसा कहां से आएगा, उनसे आप पैसा कैसे वसूल कर पाएंगे?

THE VICE-CHAIRMAN (SHRI JAGESH DESAI) : How much more time will you take, doctor?

DR. BAPU KALDATE : I will take some more time to finish.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI) : All right, then you continue after lunch.

Now the house stands adjourned for lunch and will meet again at 2.30 p.m.

The House re-assembled after lunch at thirty-three minutes past two of the clock.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI) in the Chair

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डा० बापू कालदाते: उपसभाध्यक्ष महोदय, मैं मंत्री महोदय तथा सदन का ध्यान दो बातों की तरफ खींच रहा था। एक बात थी एलोकेशन के बारे मे। मुझे लगता है कि प्लानिंग कमीशन के दिमाग मे कोई गलतफहमी है कि रेल एक विभाग है और वह जैसे अन्य विभागों के लिए मंत्रालयों के लिए एलोकेशन करता है उसी दृष्टि से रेल विभाग को देखना उचित नहीं है, मै ऐसा मानता हू। प्लानिंग कमीशन को यह देखना चाहिये कि रेल मंत्रालय सिर्फ रेल मत्रालय ही नहीं है वह सारे देश की जो भी संचार व्यवस्थाएं हैं उन मे एक महत्वपूर्ण हिस्सा है। मैं स्वयं ऐसा मानता हूं कि जैसे रक्षा विभाग है यह देश के लिए अति महत्वपूर्ण विभाग होता है वैसे ही इस रक्षा के साथ संचार विभाग भी उतना ही महत्वपूर्ण होता है और इसमे सब से महत्वपूर्ण जिम्मेदारी रेल मत्रालय उठाता है। इसके लिए मैं आपके माध्यम से *सारे सदन से यह मांग करूंगा और प्रयास करूंगा कि सारा* सदन साथ दे और प्लानिंग कमीशन को यह जरूर कहे कि एलोकेशन जिस ढग से रेल विभाग के लिए आप

[डा॰ बापू कालदाते]

करते हैं यह आपका तरीका यह आपका रवैया गलत है और इसे विकास की प्रक्रिया का महत्वपूर्ण साधन समझते हुए इसके एलोकेशन में जितनी बढ़ोतरी होनी चाहिए उतनी बढ़ोत्तरी करने का प्रयास प्लानिंग कमीशन करे। मैं ऐसा चाहता हूं कि सारा सदन इसमे साथ दे, मंत्री महोदय के हाथ ज्यादा मजबूत करे ताकि वह हमारी जेब को हाथ लगाने के बजाय ज्यादा पैसा वहां से इकट्ठा कर सकें। जहां तक डिविडेड का प्रश्न है मैं इस मे बिलकुल साफ हूं। मै यह मानता हूं कि यह बात सही है कि यदि रेलवे आपत्ति में रहेगा, रेड-लाइन मे रहेगा जब तक उसके पास सरप्लस मोबिलाइज़ेशन नहीं हो पा रहा है तब तक सारा dividend should be treated as deferred liability. और वह खासकर अविकसित विभागों के लिए अति आवश्यक होता है। इसमे भी मुझे लगता है कि प्लानिंग कमीशन की दृष्टि ठीक नहीं है क्योंकि प्लानिंग कमीशन रेल मंत्रालय को, हम लोगों को बार बार यह कहता है कि जब तक सब्सटेंशियल रिटर्न की बात नहीं होगी तब तक नयी लाइने बिछाना बड़ा मुश्किल है। मैं कहता हूँ कि सब्सटैंशियल रिटर्न की बातं का मतलब अविकसित भागों को सदियों तक पीछे रहने का मौका देने का सिद्धात है। अगर सब्सटैंशियल रिटर्न की बात करते रहेंगे तो जिनके पास पीछे नहीं है वे देगे कहां से? ये जो प्रोजेकशन्स होते है ये गलत निकलते हैं यह भी हमने देखा है।

जहां पर पूने से कोल्हापुर की लाइन की बात है मुझे याद है वहां यही कहा गया था कि यहां कुछ भी मोबिलाइजेशन होने में 10-11 साल लगेंगे। लेकिन एक तरफ रेल चली जाती है तो It is like an injection which accelerates the process of development.

जैसे इन्जेक्शन के जरिये जब ग्लूकोस दे देते हैं तो शक्ति आ जाती है वैसी ही सारी विकास प्रक्रिया रेल लाइन डालने से और विकसित तथा प्रभावी हो जाती है। इसको मद्देनजर रखते हुए में इस राय का बन गया हूं कि जहां तक बैकवार्ड एरियाज का सवाल है, नये कंस्ट्रक्शन का सवाल है इस डिवीडेंड के मामले को हटा देना चाहिए, दूसरा कोई रास्ता नहीं है। इसके लिए जो दबाव हम प्लानिंग कमीशन पर डाल सकते हैं वह सारा दबाव हम लोगों द्वारा उन पर डालने की आवश्यकता है।

इससे हुआ क्या है? आभा कुलकर्णी जी यहा नहीं हैं, उन्होंने कहा कि हमारे मंत्री महोदय ने कई अच्छी बातें की हैं। इसमें कोई शक नहीं है। यह हमने कब कहा है कि कुछ भी अच्छी बातें नहीं की हैं। अच्छी बातें बहुत की है। But after all, the test of the pudding is in the eating.

हमें क्या अनुभव है। भले ही ग्वालियर के लोग कहेंगे कि "शताब्दी" जा रही है, धूमधाम से बम्बई तक दौड़ रही है...

उपसभाध्यक्ष (श्री जगेश देसाई): भोपाल तक।

डा॰ बापू कालदाते: अब बम्बई तक आगे भी जाएगी। अतः वह तो दौड़ रही है लेकिन मनमाड से औरंगाबाद जाना बड़ा मुश्किल हो रह है। हमारे लिए यह सवाल है कि मनमाड से औरंगाबाद कैसे पंहुचे। आपके घर में जलेबी है तो आप संतुष्ट रहेंगे, लेकिन आपके घर की जलेबी देखकर मैं कैसे संतुष्ट रहूंगा, मेरे लिए यह सवाल है। इसमें हम इतना ही चाहते हैं कि जो जलेबी आप खा रहे हैं उसे थोड़ा बहुत हमारे इलाके मे भी देना आपके लिए जरूरी होना चाहिए। इसमे मुझे लगता है। There is total *ad-hocism*.

क्योंकि प्रायोरिटीज क्या है रेल की, इसके बारे में मैंने 1985 में भी कहा था। चार साल मैं चुप बैठा था मैं समझ रहा था कि माधव जी के आने के बाद वहां भी, हमारी तरफ भी ज्यादा ध्यान देंगे और कहेंगे कि पिछड़े हुए इलाके हैं इनके लिए हम कोशिश करते रहेगे। लेकिन यह नहीं हो रहा है। इसका हमे दुख है।

SHRI MADHAVRAO SCINDIA: Has the hon. Member seen the book that has been supplied to him?

DR. BAPU KALDATE: I have seen it.

SHRI MADHAVRAO SCINDIA: Rs. 15 crores have been given for this.

DR. BAPU KALDATE: I am going to refer to it.

SHRI MADHAVRAO SCINDIA: I hope you are going to refer to it in positive terms. *(Interruptions)*

SHRI VITHALRAO MADHAVRAO JADHAV: He is not appreciating it. I am going to appreciate it.

डा० बापू कालदाते: हम आपकी मदद करना चाहते हैं आप भी हमारी करिये, इतना हमारा आपसे निवेदन है।

श्री माधव राव सिंधिया : मेरे कहने का मतलब है कि आपको भी लड्डू और जलेबी दिये गये है।

डा० बापू कालदाते : लड्डू नहीं मिल रहे हैं, आप ही इसमे देख रहे है। अगर ये लड्डू हैं ऐसा आप मानते हैं, तो आपस मे मतभेद है ऐसा ही हो सकता है चलिए।

मैं अब चार रेलों का जिक्र कर रहा हूं। मैं प्रायोरिटी, अग्रिमता की बात कर रहा हूं। मैं ऐसा मानता हूं कि जैसे हमारे बार्डर के इलाके हैं जो सुरक्षा की दृष्टि से महत्वपूर्ण होते है, वहां फर्स्ट प्रायोरिटी होनी चाहिए। अब दूसरी प्रायोरिटी मुझे लगता है कि पिछड़े इलाकों के लिए होनी चाहिए। क्यों होनी चाहिए? क्योंकि आप गये कई सालों की प्लानिंग देखे, इसका हिसाब किताब देखें तो यह ध्यान में आयेगा कि भले ही आप मदद करें कुछ थोड़ी बहुत लेकिन उससे उनकी विकास की प्रक्रिया गतिमान नहीं हुई है। बजाय इसके यह हुआ है कि जो भी कुछ थोड़ा बहुत धन आप वहां देते हैं और जिस ढंग से विकसित विभागों को देते हैं इससे विकसित और अविकसित विभागों सी दरार बढ़ती जा रही है। यह हमारी सबसे बड़ी शिकायत है। आपने कहा कि 15 करोड़ दे दिये। मै कहता हूं कि कितने सालों से यह हमारी मांग थी। उस समय 1985 मे मैंने कहा था कि 14 साल हो गये हैं। हमने मजाक मे उस समय कहा था कि राम का बनवास भी 14 साल के बाद खत्म हो गया लेकिन मराठवाड़े के लोगों का जो बनवास चल रहा है उसको अब 19 साल होने को आ गये हैं वैसे का वैसे ही रह गया है।

उपसभाध्यक्ष (श्री जगेश देसाई) : अब हो गया है।

डा० बापू कालदाते : नहीं हुआ है, यह तो मै कह रहा हूं, क्योंकि वह 140 करोड़ की सारी स्कीम है, मनमाड से परभनी वाली बात मैं कह रहा हूं...। अब 140 में से उनके कहने के मुताबिक किताब मे जो दिया है, उसके मुताबिक जो आज 15 करोड़ दे रहे हैं, उसके बाद 109 करोड़ का वैसे का वैसा मामला पड़ा रहेगा। शताब्दी एक्सप्रेस तो तुरंत चली जाएगी, लेकिन यह कागज वाली रेल हमारे गांव पहुंचने में शायद अगली शताब्दी न आ जाए। ऐसा हम सोच रहे हैं कि इक्कीसवीं शताब्दी मे जाने से पहले आएगी।

मैं यह भी चाहूंगा कि आप उस बात को समयबद्ध बनाइये और अगर आप यह अग्रिमता देते हैं कि पिछड़े हुए इलाके को, जैसा कि पिछड़े हुए लोगों के लिए विशेष संधि का प्रस्ताव हम करते हैं, जब तक सरकार विकास की प्रक्रिया के सभी क्षेत्रों में रेल को पकड़ कर जब तक विशेष विकास संधि का प्रस्ताव नहीं करेगी, तब तक भले आप कितना भी देने का प्रयास करे, उससे उसके अंदर जो गैप है, वह कम होने की कोई संभावना मुझे नहीं लगती है।

चार रेलों की बात हम लोग बार-बार करते आये हैं। एक तो मनमाड -औरंगाबाद-परली लाईन-मैं आपसे इतना ही पूछना चाहता हूं कि क्या आप इस साल के अंत तक मनमाड से कम से कम औरंगाबाद की रेल बिछायेंगे? यदि आप इतनी व्यवस्था कर सकेंगे, तो मैं मानूंगा कि लड्डू कम से कम हमारी तरफ आने शुरू हो गये हैं भले ही मिलें न मिलें, लेकिन आने तो शुरू हो गये—ऐसा मैं मानता हूं।

लास्ट यिअर के बजट में आपने अपने भाषण में कहा था कि परली से लेकर बीड़ नगर वाला सर्वे पूरा किया जाएगा। मैं मानता हूं कि आप जो यहां बोलते हैं, वह पूरा करते हैं, इस पर मेरा विश्वास है। वह शायद हो सकता है कि आपने परली से लेकर बीड़ नगर तक जाने वाली रेल का सर्वे पूरा किया होगा। हम यह अपेक्षा करते थे कि आप इसे अर्थ-संकल्प में ले आते, दिखाते कि जैसे एक हजार, दो हजार, दस हजार रूपये—कि यह आनगोइंग प्रोजैक्ट जैसा हो जाए, अगर ऐसा होता तो थाड़ा बहुत हम लोगों को संतोष हो जाता, लेकिन बीड़ नगर वाली रेल का इसमे कोई जिक्र नहीं है।

मीरज-लातूर तो कहां गई, उसका तो अभी पता ही नहीं लगता।

यह जो दूसरी नानदेड़-आदिलाबाद वाली है, वह तो कभी-कभी हमको लगता है, माधव राव जी, कि यह

[डा॰ बापू कालदाते]

थोड़ा-बहुत मजाक हम लोगों का हो रहा है। अब उसमें टोकन ग्रांट एक हजार रूपये की कई सालों से देते आ रहे हैं। आपने कहा है कि यह 117 करोड़ का प्रोजैक्ट है। हर साल एक हजार रूपया अगर आप रखेंगे, तो कितने हजार साल हम रूके?

मैं कहता हूं कि यह इतना ही है कि आक्सीजन पर इसे रखा हुआ है, मरा नहीं है, इतना ही दिखाने के लिये है ना। लेकिन यह आक्सीजन की मास्क जरा निकाल दीजिए और आम लोगों की जरा सचेतना काम कर रहे हैं, ऐसा हमारी समझ में आ जाए, इस दृष्टि से करना चाहिए।

मैं आपको यही कह रहा हूं कि आप इसके क्राइटीरिया के बारे में सोचिए कि क्या क्राइटीरिया, कौनसी अग्रिमता है? अगर अग्रिमता पिछड़े इलाकों की है, तो मैं यह नहीं कह रहा हूं कि सिर्फ मराठावाड़ा की करिए, बिहार के इलाके हैं, उड़िसा के इलाके हैं, केरल के कुछ इलाके हैं, अभी मैं कर्नाटक मे गया था, कर्नाटक के कुछ इलाके है, इनके लिये अगर आप प्रायरटी बेसिस पर कुछ करेंगे, तो हम लोगों का यह लगता है कि....

उपसभाध्यक्ष (श्री जगेश देसाई): आप मध्य प्रदेश को भूल जाते हैं।

डा. बापू कालदाते: मध्य प्रदेश में वह स्वयं हैं, वह करेगे जरूर। हमारे के लिये करना चाहिये क्योंकि सब से बड़ी दिक्कत हम लोगों के लिये यह है कि कोई भी उद्योग वहां बढ़ता क्योंकि उद्योगपति कहते है कि वहां रेल नहीं है और रेल वाले कहते है कि वहां उद्योग नहीं है। रेल नहीं है, इसलिये उद्योग वहां नहीं जाता और उद्योग नहीं है, इसलिये रेल वहां नहीं जाती। अब पहले मुर्गी या पहले अंडा, इसमे हम लोगा फंसे हुए है कि कौन पहले? इसका पता नहीं लगता, लेकिन होता यह है कि विकास की प्रक्रिया अतिशय गतिरूद्ध हो जाती है।

मेरी आपके माध्यम से मंत्री महोदय से यह प्रार्थना है कि बहुत असंतोष मराठवाड़ा के लोगों मे है अभी हमने सुना है-मैं वहां गया तो नहीं था, लेकिन रेल रोको आंदोलन वहा पर चल रहा है यह कोई हमारी इच्छा नहीं है, न हमारी ख्वाहिश है कि हम उस रास्ते पर जाएं, लेकिन जब लोगो की अपेक्षाये पूरी नहीं होती हैं, मजबूरन आप उनको उस रास्ते पर भेज रहे हैं। यह मेरा आपसे अनुरोध है कि हम यह नहीं चाहते हैं। हम चाहते हैं कि यह जो अपेक्षाये हैं, आप पूरी करें। अगर पूरी ही न करें और कहें कि चुप बैठ जाएं, तो यह संभव नहीं है, लोग जरूर आयेंगे रास्ते पर, आपके ऊपर दबाव डालने के लिये आयेंगे कि हम पिछड़े हुये लोग है, भारत की सारी प्रक्रिया में हम शामिल होना चाहते हैं और शामिल होने के लिये इन बातों की जरूरत है।

रेल हमारे लिये शोभा की वस्तु नहीं है, रेल हमारे जीवन-मरन की वस्तु है। जब तक रेल नहीं बनेगी तब तक हमारे वहां का जीवन भी फलदायी और सम्पन्न नहीं होगा। इसके लिये अगर लोग चाहे कि हमारे जीवन के लिये और सारी विकास की प्रक्रिया में एक सुदृढ़ शक्तिशाली विभाग के रूप में हिस्सा लेने के लिये अगर हम चाहेंगे कि यह रेल लाइनें बिछा दी जाएं, तो इसमे आपको यह नहीं मानना चाहिये कि हम गुस्से मे आकर कुछ बात आपके सामने कर रहे हैं।

एक दूसरी बात कह कर मैं इस बात को समाप्त करता हूं क्योंकि कई बातें हैं जिनमे मैं सुझाव देना चाहता था, लेकिन हमारी पार्टी के अन्य सदस्य भी इस पर बोलने वाले हैं। इसलिये एक सामाजिक बोझ का सवाल है जिसमें हम मंत्री महोदय का बहुत साथ देना चाहते हैं।

हम यह चाहते हैं कि दुनिया में एक ही रेल है कि जिसको सारा सोशल बर्डन उठाना पड़ता है। दुनिया में मैं भी गया हूं। मैं जर्मनी गया था। उस समय सोशल पार्टी की सरकार थी और हमारे मित्र थे। हम जब फ्रेंकफर्ट पहुंचे तो ट्रेड यूनियन के लोगों ने हमारा स्वागत किया। हम राइन एक्सप्रेस से बोन तक गए। रेल मे कोई लोग नहीं थे। हमारी एम्प्लाइज़ यूनियन के लोगों से जब बात हुई और हमने यह पूछा कि आपकी रेलवे तो घाटे मे चलती होगी तो उन्होंने कहा कि ठीक है, घाटे में चलती है, लेकिन बोझ सरकार उठाती है। ब्रिटेन में सरकार बोझ उठाती है, जापान में सरकार बोझ उठाती है और अन्य देशों में भी सरकार बोझ उठाती है क्योंकि यह सामाजिक बोझ है, यह उनका स्वयं रेल का बोझ नहीं है। डिफेंस मैटीरियल भेज देना, फूड ग्रेन्ज़ आपको कंसेशनल रेट में भेज देना हो या कुछ करना हो तो इसके लिए यह रेल हिन्दुस्तान का बोझ उठाती है। लेकिन सारा पैसे का बोझ रेल पर डाल देना मैं मानता हूं कि यह ग़लत है। इसमें भी हम लोगों को रेल मंत्रालय की मदद करनी चाहिए

कि जो सामाजिक बोझ ज्यादा स्वयं रेल उठा रही है उसके बोझ का कुछ हिस्सा सरकार जरुर उठा ले। जैसे कंसेशनल रेट पर देते हैं या फर्टिलाइज़र आप किसानों को देते हैं या किसानों को अन्य कोई राहत देते हैं। रेल का काम अधिक विकसित होने के लिए, रेल का पैसा अधिक नेटवर्क फैलाने के लिए, रेल का पैसा ज्यादा माडर्नाइजेशन के लिए जिससे फ्यूल की बचत हो ऐसी इलेक्ट्रीफिकेशन के लिए अगर हमको चाहिए तो दो बातें करना जरुरी है। एक डिविडेंड वाले मामले में बिल्कुल सजगता से देखना चाहिए और दूसरी तरफ यह जो बोझ रेल के ऊपर सारा डाल रहे हैं यह बोझ हल्का करना चाहिए। इसके बगैर भले काबिल मंत्री हों, भले उनकी इच्छा भी हो तो भी शायद उनके हाथ बंधे हुए रहेंगे, ऐसा मुझे लगता है। इसके लिए हमारी सदन की आपके द्वारा यह प्रार्थना है कि इन बातों के लिए हम लोग झगड़ा आपके साथ करें लेकिन आपको हम यह कहने हैं कि प्लानिंग कमीशन पर आप भी कुछ दबाव डालिए।

उपसभाध्यक्ष (श्री जगेश देसाई) : वह तो बहुत दबाव डालते हैं।

डा० बापू कालदाते : दबाव नहीं पड़ रहा है। हमारी दिक्कत यह है आप पांच साल के लिए आप यहां पर बैठे हुए हैं, आपका दबाव नहीं पड़ेगा तो किसका पड़ेगा? आप कहीं न कहीं तो दबाव डालिए और जो कुछ भी आप कर सकते हैं वह आप करिए, लेकिन कुछ करना बहुत आवश्यक है ऐसा मैं मानता हूं। अंत मे मैं दो-तीन बातें कह कर बंद कर देता हूं। दो बातें मुझे कहनी हैं। एक तो मैं आपके माध्यम से कहना चाहता हूं, आपका काम नहीं है यह मै जानता हूं लेकिन आपके माध्यम से मैं एक प्रार्थना करता हूं कि आप यह हमारी मांग जरा पहुचा दीजिए। आप जानते हैं कि स्वतंत्रता सैनिकों के लिए हमने दो साल के लिए रियायत दी है और मेरी मांग बहुत सालों की है कि परमानेंट दें क्योंकि स्वतंत्रता सेनानी तो बढ़ने वाले नहीं हैं, उनकी उम्र भी बहुत हो गई है। जहां तक देहातों के स्वतंत्रता सेनानी हैं हम आपसे यह कहते हैं हमारे इलाके में हमने देखा कि जहां दो-तीन हजार लोग हैं, यह लोग कहीं काश्मीर या कन्याकुमारी नहीं जाते हैं, क्योंकि आपने टिकट मुफ्त दिए हैं लेकिन वहां का खर्चा करना कोई आसान बात नहीं है लेकिन हो सकता है कि वे कहीं न कहीं शादी में जाएं, कहीं मीटिंग मे जाए या कहीं वे लोगों को मिलने के लिए जाए, वे 70-75 साल के लोग हैं, हम आपके माध्यम से दरख्वास्त करते हे कि कृपया यह हमारी मांग है और आप इसे गृह मंत्रालय तक पहुंचाइये और यह देखिए कि आप स्वतंत्रता सेनानियों को बार-बार रेल के पास के लिए जाना और एक साल का एक्सटेंशन मांगना कहां तक उचित है। उनके लिए यह चीज़ सारी जिन्दगी के लिए हो जाए तो ठीक है। सारी जिन्दगी के लिए आप पास दिया करे ताकि जहा जाना चाहे वहा वे जा सकें। दूसरी एक बात यह है जैसे कि हम लोग पैसे जुटाने का प्रयास करते हैं, इसमें एक ही बात मैं कहूंगा कि जो अत्याधुनिक व्यवस्थाएं बन सकती हैं जिससे कि फ्यूल का जो खर्चा है वह कम हो। राज कमेटी की रिपार्ट आपके सामने है इसलिए मै ज्यादा इस पर बहस नहीं करना चाहता हूं, मैं यह आपसे कहूंगा कि अगर फ्यूल कंज़म्प्शन कम हो तो ठीक है और उसके लिए हम इलेक्ट्रीफिकेशन के बारे में ज्यादा कुछ कर सकें तो यह हो सकता है कि शायद जितना पैसा हमारा ज्यादा लगता है उससे बहुत कम पैसा लगने की संभावना रहे।

एक बात मैं अंत में कहता हूं कि जो अच्छी ट्रेन्ज़ हैं उनमें भी सर्विसेज़ के बारे में आपको देखना बहुत जरुरी है। मैं कुछ समय पहले राजधानी से गया था। वही एक ट्रेन है जिसके बारे में बहुत कहा जाता है और वह सही भी है। लेकिन हमको लगता है कि सेवाओं को जरा बेहतर बनाने की आवश्यकता है। मेरी कोई शिकायत नहीं है लेकिन पहले जो हम सेवा पाते थे उससे थोड़ी घट गई है और क्वालिटी भी घट गई है, लेकिन मैं यह नहीं कह सकता हूं क्योंकि लोगों के व्यवहार मे बहुत कुछ घट गया है लेकिन आम तौर से लोगों में हमने यह पाया है और दो-चार बार मैं जाकर आया हूं और इस सेवा को ज्यादा बेहतर बनाने का प्रयास भी हम लोगों को करना चाहिए। आखिर में मैं इतना ही कहूंगा कि रेल हमारे जीवन की एक महत्वपूर्ण संचार व्यवस्था है और इसको ज्यादा सुदृढ़ बनाने का जो प्रयास आज तक आपने किया है इसके लिए हम आपके बहुत आभारी हैं।

लेकिन हम यह चाहते हैं कि जो आप नहीं कर पाए हैं, जो जलेबी आपके घर में फंसी हुई है, यह हमारे घर तक जब तक नहीं लाएंगे, तब तक हमारी शिकायत आपसे कम नहीं होगी। इतना कहकर मैं अपना यह भाषण समाप्त करता हूं।

श्रीमती मनोरमा पाण्डेय (बिहार): उपसभाध्यक्ष महोदय, माननीय रेल मंत्री जी ने जो रेल बजट भाषण प्रस्तुत किया है, मैं उसका समर्थन करती हूं। अभी मेरे बोलने के पूर्व कालदाते साहब ने भी यह स्वीकार किया कि जबसे सिंधिया साहब आये हैं, रेल की पटरी बहुत अच्छे ढंग से चल रही है। इसमे काफी प्रगति, काफी

[श्रीमती मनोरमा पाण्डेय]

विकास हुआ है और रेल की सुविधाएं भी बढ़ाई गई है। साथ ही साथ कुछ नई ट्रेन भी इन्होंने इण्टरोड्यूज की हैं जो पुरानी लाइनें थीं, उनको बदलने की दिशा मे काफी अच्छी कार्यवाही की गई है। इसके साथ ही सिंधिया साहब ने जो हमारा सौ साल पुराना रेलवे एक्ट था, उसमें एक समिति बनाकर संशोधन करने के लिए हमारे सदन के सामने उसको उपस्थित किया ।

मैं रेल मंत्री जी के शुरू के ही भाषण के कुछ शब्दों का उल्लेख करना चाहूंगी:

"Transportation vitally interlinked with the economic development of the country. It allows land to be exploited economically; it leads industry and agro-industry to develop;....For the growth of the national economy, the performance of the transport sector does not remain just crucial—it becomes critical."

मान्यवर, मैं इस संदर्भ में कहना चाहूंगी कि बिहार राज्य आर्थिक दृष्टिकोण से राष्ट्रीय औसत से नीचे जा रहा है और हम लोगों को यह उम्मीद नहीं है कि सातवीं पंचवर्षीय योजना के तहत् भी उसमें कुछ सुधार हो सकता है। जैसा कि माननीय मंत्री जी ने स्वयं कहा है कि यातायात किसी भी आर्थिक तंत्र का मूल आधार है। बिहार उसमें बहुत ही पिछड़ी अवस्था में है। रेल मंत्रालय की ओर से भी रेल यातायात का विकास इस राज्य में सबसे कम है, जहां देश में 61,000 किलोमीटर रेलवे लाइन है, वहां बिहार में मात्र 5,300 किलोमीटर लाइन है, संपूर्ण देश में 7,500 किलोमीटर नई रेलवे लाइनों का निर्माण हुआ और उनका पुनर्विकास हुआ, लेकिन बिहार में उसका हिस्सा पाच प्रतिशत है।

मान्यवर, समस्त रूप से संपूर्ण बिहार उपेक्षित रहा है। इस राज्य का पिछड़ा इलाका छोटा नागपुर, संथाल परगना, यह सारे जो इलाके हैं पूर्णत उपेक्षित हैं। हजारीबाग, गुमला, दुमका जैसे जिला मुख्यालय हैं, जो रेलवे से अभी तक जुड़े नहीं हैं। इसकी उपेक्षा का एक उदाहरण मैं आपके सामने कहना चाहूंगी कि बिहार में श्रीमती इंदिरा गांधी जी द्वारा सन् 1974 में बगहाछितौनी रेल पुल के निर्माण के लिए उसका शिलान्यास किया गया था और उस पर सात करोड़ रुपया खर्च करके उसकी सामग्री और उपकरण पहुंचाने के लिए रेल लाइन बनाई गई थी, लेकिन आज तक उस रेल पुल का निर्माण कार्य लंबित है।

मान्यवर, जो रेल सेवा बिहार में उपलब्ध है, उसकी भी स्थिति दयनीय है। जो भी गाड़ियां चलती हैं, वह इतनी लेट चलती हैं कि उनके साथ साथ जो संबद्ध गाड़ियां हैं, उनको पकड़ने में यात्रियों को कठिनाई होती है। उन रेलों में भी इतने कम डिब्बे रखे गए हैं कि यात्री भेड़-बकरी की तरह उसी में ठुंसे रहते हैं। दूसरी बात, बिहार में भिन्न-भिन्न रेलों में जो विधि-व्यवस्था की स्थिति है, वह दिन-पर-दिन बदतर होती जा रही है। आप अगर पटना और मोकामा से चले जाइए तो आए दिन सुनने में आता है कि डाका हो गया, मर्डर हो गया। इस तरह की सारी घटनाएं होती रहती हैं। रेल विभाग राज्य सरकार पर इसकी जिम्मेदारी छोड़ती है और राज्य सरकार को विधि-व्यवस्था के लिए जो भी निधि दी जाती है, वह पिछले बीस वर्षों में काफी कम रही है। आज जनसंख्या बढ़ती जा रही है, यात्रियों की संख्या बढ़ती जा रही है, लेकिन फिर भी विधि व्यवस्था में सुधार के लिए जितनी राशि देनी चाहिए उतनी नहीं मिल पाती है। जहां देश के दूसरे राज्यों ने रेल मंत्रालय के व्यय भार संबंधी प्रस्ताव को स्वीकृति नहीं दी है फिर भी उन राज्यों में रेल सेवाओं का विस्तार हो रहा है परन्तु बिहार ने अपने कम साधनों के बावजूद भी रेल मंत्रालय के व्यय भार को वहन करने का निर्णय लिया है इसके बावजूद भी वहां नयी रेलवे लाइनों का विस्तार नहीं हो रहा है।

मान्यवर, पिछले विभिन्न योजनाओं में होनेवाला भू-अर्जन का व्यय, स्लीपरों के दाम और मिट्टी का काम आदि का व्यय वहन करने का प्रस्ताव राज्य सरकार ने दिया है, लेकिन रेल मंत्रालय की तरफ से न उन रेलवे लाइनो का निर्माण और न पुरानी छोटी लाइनों को बड़ी लाइनों में परिवर्तित करने का कोई आश्वासन दिया गया है। रोहतास जिले का आरा से सहसराम - जोकि एक बहुत ही पिछड़ा हुआ और इंडस्ट्रियल एरिया के हिसाब से बहुत अच्छी जगह मानी जाती है लेकिन आज तक उसमें कोई प्रगति नहीं हो पाई है।

मान्यवर, बिहार में रेल सेवा का विस्तार केवल बिहार के हित में नहीं बल्कि राष्ट्रीय हित में उसकी उपयोगिता है। जैसाकि आप जानते हैं कि बिहार की खनिज एव जंगल संपदा देश की 40 प्रतिशत है। वहां बड़े सार्वजनिक प्रतिष्ठान भी हैं परन्तु रेल सेवा द्वारा उसकी उपयोगिता का लाभ नहीं लिया जा रहा है। इस संबंध मे मैं यह कहना चाहूंगी कि बिहार की जो भी खनिज संपदा है वह रेल लाइन के न होने से उस भू-भाग मे खनिज की उत्पादकता का उपयोग हम नहीं कर पा रहे हैं। इस सिलसिले में मैं एक बात कहना चाहूंगी कि बिहार की

सरकार की तरफ से एक प्रपोजल दिया गया था ब्राड रेलवे लाइन का डिहरी आन सोन एलांग द नार्थ बैंक आफ सोन रिवर। सोन नदी के किनारे पायराइट और लाइम स्टोन का डिपाजिट बहुत बड़ी मात्रा में है और वहा पर भारत सरकार का प्रतिष्ठान पी० पी० सी० एल० भी अजमोर में है। यह डिहरी आन सोन रेलवे लाइन से 35 किलोमीटर पड़ता है। यह प्रस्ताव 1962 से लंबित पड़ा हुआ है। पायराइट मायनिंग प्रोजेक्ट और सीमेंट वर्क्स लिमिटड ये दोनों प्रतिष्ठान डिहरी आन सोन से 35-40 किलोमीटर की दूरी पर है। वहां पर एक नैरो रोड है जिस पर इन इंडस्ट्रीज को डिपेंड करना पड़ता है। आप जानते हैं कि बिहार में जो सीमेंट की खपत है हम लोग उसे पूरा नहीं कर पा रहे हैं क्योंकि इस एरिया में कम-से-कम दो से तीन मिलियन टन सीमेंट उत्पादन की क्षमता है जोकि आगे चलकर 3.5 मिलियन टन 1992 तक हो जाएगी। लेकिन यह सारी भू-संपदा रहते हुए भी हम उसका उपयोग नहीं कर पाते हैं और जो पैसा हम सरकार को दे सकते थे वह पैसा हमें प्राईवेट ट्रांसपोर्टर्स को देना पड़ता है। इसलिए मेरा मंत्री जी से यह आग्रह है कि महाराष्ट्र पैटर्न पर यह रेलवे लाइन बनायी जाये जिसमें इस प्रोजेक्ट का संपूर्ण व्यय राज्य सरकार करे और रेल मंत्रालय एक निर्धारित समय के अंदर टैक्स लगाकर राज्य सरकार को रिम्बर्स करे। इस लाइन के बनने से हम वहां की खनिज संपदा का उपयोग कर पाएंगे और हमारी जो सीमेंट की कमी है उसको भी हम पूरा कर पाएंगे।

मान्यवर, अंत में मैं कहना चाहूंगी कि मंत्री जी ने बिहार को जो कुछ भी रेल सुविधा प्रदान की है, जैसे हावड़ा से देहली वाया पटना। इसकी फ्रीक्वेंसी को बढ़ा दिया है। पहले जो दो दिन थी वह बढ़ाकर चार दिन कर दी है। दूसरे मगध एक्सप्रेस जो पटना से चलती है, सारे एम० पीज० को उस गाड़ी से आना पड़ता है, लेकिन उसका समय ऐसा है कि अक्सर वह 2, 4, 6 घंटे लेट रहती है जिसका नतीजा यह होता है कि हम लोग यहां पा समय पर नहीं पहुंच पाते हैं। तीसरी बात यह कहनी थी कि कोचीन-हावड़ा सुपर फास्ट एक्सप्रेस सप्ताह में एक दिन ही वाया पटना जाती है। मेरा मंत्री महोदय से आग्रह है उसको कम-से-कम तीन दिन कर दिया जाए साथ-ही-साथ बिहार के लोगों को बाम्बे जाने के लिए मात्र एक ट्रेन है। वह भी हफ्ते में एक बार जाती है। अतः आपसे अनुरोध है कि जो ट्रेन बाम्बे से वाराणसी तक आती है उसको पटना तक एक्सटेंड कर दें।

अंत में मैं माननीय मंत्री महोदय से निवेदन करना चाहूंगी कि मुगल सराय से आसनसोल तक जो रेल-लाइन है उसका इलैक्ट्रिफिकेशन कराए क्योंकि हमारी जो राजधानी गाड़ी आती है वह ग्रेड कार्ड होकर आती है, पटना जो राजधानी है वहां से नहीं गुजरती है। अतः जब तक आप इलेक्ट्रिफिकेशन का उपाय नहीं कर लेते हैं तब तक उसको डीज़ल पर चलाकर कम से कम पटना की तरफ से राजधानी एक्सप्रैस को चलाए।

इन्हीं शब्दों के साथ मैं मंत्री जी के भाषण का स्वागत करते हुए समाप्त करती हूं।

3.00 P.M.

SHRI SUKOMAL SEN (West Bengal): Though I don't know if the election will be held this year, people call it an election year. So, they had expected that the Railway Budget would be a soft one and no levy will be charged on them. But the people's expectations have now been belied. The Government has shown cleverness here. Instead of taxing the passengers, it has taxed the entire country. Not all people travel by railways, but all the people of the country get affected by the levies that the Government imposes on freight. And since this is a sensitive year for the Government, sensing that if some passenger fare is raised there will be an immediate hue and cry, the Government cleverly avoided raising of the passenger fare. Instead it has raised the freight charges. Mr. Kulkarni was saying that the Railway Minister is very efficient. I do appreciate that he is efficient, but his efficiency is in cleverness. This levy will be amounting to Rs. 876 crores during 1989-90. They say it is 11 per cent. Then in the name of rationalisation they have levied additional amount of money. They say certain categories have been reclassified and rationalised. You will find though the Minister originally says that some essential items like salt and fruits have been exempted, in the name of reclassification and rationalisation he has raised the charges on certain items with the result foodgrains, steel, cement, fertiliser, coal, everything has been charged at higher level. What will be the result? Foodgrains and fertilisers are subsidised items. Again the freights have been hiked through the so-called rationalisation. The term rationalisation in our country has become

[SHRI SUKOMAL SEN]

an euphemism. Through that everthing is done. Passenger fares are raised. They say we are rationalising the charge of 80 paise or 90 paise and everything will be charged at the minimum of Re.1/-. You don't say you are raising it, but in the name of rationalisation your raise everything So, in total it comes to Rs. 876 crore. You will find that this amount is going to raise further this inflationary trend. There is no doubt about it, although the Minister sav inflation will be marginal 0.3 or 0.5% whenever the Government comes out with this type of approach, they immeidately assert that inflation will be marginal. But people ultimately feel the real impact of the inflation. Now, what will actually happen? Before coming to that I would like to refer to another point. What will be the effect of raising of the freight charges and the so-called rationalisation? I feel that it will ultimately distort the concept of a sound national transport policy becuase when the consignors or consignees feel that by sending goods through railways they have to pay higher charges, naturally, they will try to shift to road transport. The price of petrol and diesel has not been raised today but the railway freights have been raised. Today they may not do it but after one month they may do it. I do not know. Many consignors feel that if they shift to road transport it will be cheaper and beneficial for them. Of course, Government is dependable but tomorrow through administrative price hike they may raise the price of petrol and diesel also to balance this distortion of the transport policy. I do not know what they will do. In that case some more burden will be imposed on the people and the consumers. It is my feeling that consignors feel road transport is more beneficial for them than the railway transport; the freight which the railways should have carried may be carried by the road transport. This is one aspect.

Then, other aspects are there. As I said since levy will be raised on coal, cement, fertilisers and foodgrains, then, everything will be taxed and it will affect ultimately the middle income group and the low income group of people. Now, an office-goer or a worker in the factory may not be so much uproarious because passenger fares have not been increased and the season tickets cost remains the same. But that same man will have to pay more on foodgrains and other essential items. It is definitely going to be inflationary. Although the Minister claims that the inflation will be marginal, I quote from the *Hindustan Times*, dt. 24th February, 1989, what the Chairman of the Railway Board himself has admitted. He said : "The rise in freight rates as also alteration in the classification of certain bulk goods carried by the railways would mean an increase in coal prices by Rs. 3.74 per quintal and Rs. 3.96 per 50 kg bag of cement, kerosene would be costlier by 2.6 paise per litre, petrol by 2.3 paise and high speed diesel by 2.4 paise." He must be very conservative in his approach. He must not be revealing the whole truth becuase his task is to defend the budget, however bad it is. The price of coal, cement, kerosene and other items will be much higher. This is a very conservative estimate. ultimately the consumers will have to pay a much higher price.

If we look back and see what happened last year the total levy on passenger fare and freight rates was about Rs. 622 crores. Now this year's levy added to the last year's levy, how much it will come to? It is a colossal amount of levy that has been charged from the people during these two years. If it does not lead to inflation, then, what will lead to inflation? An ordinary student of Economics, not an ordinary student of Economics, an ordinary citizen would realise that such a huge amount of levy cannot but be infaltionary. It will seriously affect the life of the people. As I said earlier, people's expectations have been belied. People expected a softer budget but a softer budget has not come to them. It also indicates even in the election year, the Government has

been compelled to levy such hefty taxes on the people. It indicates the depth of the economic crisis with which the country is faced. Even in the election year, they cannot spare the people. It indicates the depth of the crisis. So, sir, it is in this situation that the Railway Budget has come to the people. I do not like to elaborate this point further. The point is about the developmental activities and the expansion of the railways. Sir, if you look at the railways, according to the papers given to us, it is mentionend there as to what is the Seventh Five Year Plan allocation, how much has been spent, what are the backlogs. so much has been spent, everything is there in the papers and I am not going to discuss that. But the point is the pressure on the Railways is increasing. Nobody can deny it and as a result the Railways have to improve their activities also both in terms of carrying luggage freights and in terms of carrying passengers.

The Minister has said himself in both the Houses of Parliament that the railway activities have increased. It is bound to increase. It cannot be otherwise because if you do not increase the number of the trains, what will happen? The existing trains will be more crowded, people will travel on the roofs and in many places, people are travelling on the roofs. so, whether you increase the trains or not, people will have to travel because of the economic activities. A worker from Bihar, an ordinary poor peasant or an agricultural labourer from Bihar or eastern U.P. who has to work in Punjab or Haryana as an agricultural labourer, has to go, has to travel by train. He will go either on the roof or on the footboard or inside the train. There is no choice for him. So, this increase in passengers whether you like it or not, will go on. That is why the passengers are increasing and also the goods traffic and other traffic because of economic activities. You will have to send material and other things. That is good. Now, what I want to say is that the main part of expansion has not taken place at all. What is that? The increase in the length of the railway in kms. Minister has said that during the Seventh Five Year Plan, 0.9 per cent of the total railway track has been increased. It is extremely minimal. So many shcemes are taken up, so many foundation-stones have been laid for new railway lines and I feel when the elections would be nearer, some more foundation-stones would be laid for different railway lines becuause you see, it is all political. When the people agitate for a railway line, immediately, the Government comes up during the election year and either the Prime Minister or the Railway Minister goes and something is done, some foundation-stone is laid and they say, it will be done or at least up to the elction, it will remain and after that everything will be forgotten. Sir, I can cite a number of examples, how so many promises have been made for construction of new railway lines and all have been shelved and in this budget, there is no provision for them. I think even the foundation-stones have been taken out and sold. I can cite a number of examples. So, I would like the Government not to repeat these hoaxes. They should say what they can do and if something is not possible, they should say, this is not possible, so, I am not going to lay any foundation-stone, or this is possible and I am going to do something and I will finish it in three or four years. There should be a time-bound programme. But there are so many ongoing projects which have been ongoing for several years and what is the Budget allocation for them? Rs, 1,000/-, Rs. 2,000/- and Rs. 15,000/- which means nothing. Sir, I am not going to speak on West Bengal becuase I speak on behalf of the country. But I have my personal experience. There was a survey of a railway line between Belurghat and Eklakshi, an area in North Bengal. Survey party camp was established there.

A survey was conducted. I got a reply from the hon. Minister that a survey had been conducted and the money had been allotted. Later on, the entire survey party

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was withdrawn. What for was it withdrawn and why was that work abandoned? Likewise, a number of instances can be cited how the Government has bungled and money has been wasted. This is one aspect of the matter. The other aspect is, even the developmental activities are not taking place uniformly throughout the country. There are serious regional imbalances in the Railways' developmental activities. Time will not permit. Otherwise, I can show zone by zone how some areas have been neglected. But I can very much tell you that at least in the north-eastern part of the country which is very sensitive and which contains many inaccessible parts, the railway system is really in a shambles. Not only in the north-eastern side, even in the eastern India, from Orissa onwards, the system is very bad and there is no expansion or developmental activity. I do not mind if something is done in Madhya Pradesh. I will only say that all States should come up at least as far as railway development is concerned. But some States are facing tremendous difficulties in regard to communication. Even road transport is very difficult there. People can expect the Railways to do something for them. But it is not being done. How to counter-act regional imbalances? That is to be seen. Today, in the country, forces of disunity and disintegration are raising their ugly heads. These regional imbalances, these disparities and these discriminations will encourage secessionist and separatist forces, forces of disunity. They will say that a particular part of the country is being neglected by the Government and this will arouse the backward sections of people in chauvinism and chauvinistic movement will develop in various parts of the country because of the discriminatory policy of the Government, the Railway Administration. So this aspect has to be looked into properly.

Coming back again to the levy, what is the total economic situation? In which background has the Government imposed this levy? Even after imposing the levy, the Government is not in a position to undertake those developmental pieces of work which are urgently necessary for different parts of the country in a situation when the Government has instituted the Indian Railway Finance Corporation. The Indian Railway Finance Corporation has already issued bonds in 1986 and 1987 and already collected about Rs.1000 crores. In the current year also, a huge amount has been floated. When the Corporation was instituted, it was done in the hope that with the money collected through this Corporation the Railways would be in a better position to undertake developmental activities. Apart from the bonds, the Railways have also gone for loan from the World Bank. More than Rs. 1000 crores have been taken as loan from the World Bank, the Asian Development Bank and several other foreign agencies. These loans added to the money collected through the Railway Finance Corporation become a huge amount. Despite that, the levy has been charged. Now, is it possible for me to conclude that the economic managment of the Railways is very efficient? It is not so. Somewhere, some lacuna is there. When the Railways have collected so much of money, why is the Government forced, compelled, to come to a situation where they have to collect again so much of money from the people by way of this levy?

The other point is about safety measures. It is not possible for me to deal with all aspects. I go to safety measures. In all these booklets Government has taken pride that they are giving the highest priority to safety measures as they cannot compromise with safety But what is the track record of the Government? I would just show you how jugglery of figures takes place. In the Year Book 1987-88 they have tried to show how the number of accidents has come down and how the number of deaths has also come down. But I want the figures

to be presented not in terms of the number of accidents because the figure of accidents includes many minor accidents where nobody is injured at all or a couple of people get only minor scratches. I want you to look at it in terms of the number of passengers killed and the number of passengers injured because in one accident itself there are occasions when several hundred people are killed and several hundred people seriously injured. So we should go by the number of people killed and of people injured, and not by the number of accidents. In 1985-86 number of deaths 77; number of injured 297. In 1986-87 deaths 114, injured 418. In 1987-88 deaths 103, injured 243. Government's claim is that the number of casualties has come down. But what was the figure in 1985-86? It was much lower than what it is now...

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): What about the increase in the number of passengers travelled now? It has increased...

SHRI MADHAVRAO SCINDIA: In fact, the percentage is coming down.

DR. BAPU KALDATE: Then we have to control the number of passengers so that deaths will be minimised.

SHRI SUKOMAL SEN: So you mean to say that the number of passengers is increasing and the number of deaths is keeping pace with it! For 1988-89 figures are not available here. But in July 1988 when the Island Express got derailed and fell into a river, according to unofficial estimates more than 300 people died and even according to official estimates more than 100 people died. So, in just one accident alone, even according to the statistics of the railway authorities more than 100 people died on the spot. If this type of accidents take place repeatedly, what will be the fate of Indian Railways? Ten accidents like this, your family planning programme will be so very successfully implemented by the Railways itself that your Health Minister will have nothing to do. The Railway Budget was presented on 23rd February when so many boastful claims were made, and just on the 26th, two railway accidents took place on the South-Eastern and Eastern Railway and the toll was 24 people dead on the spot and 90 injured on the South-Eastern Railway and a few people killed and some injured on the Eastern Railway. So if you take the total number of accidents, there may be a thousand minor accidents where a handful of people may only be injured but in major accidents, in just a couple of major accidents there may be hundreds of casualties which will be disastrous to the travelling public. In the whole Railway Budget I have not found a line on what the Government has done on the many recommendations of a member of Committee. On railway accidents there are voluminous reports of so many Committees like the Wanchoo Committee, the Sikri Committee, the Pande Committee, and so on. What has the Government done? They have made a number of suggestions What has the Railways done about them? How have the railway authorities acted upon those suggestions and recommendations? For what were these Committees constituted? These Committees made a number of recommendations and the Government owes a responsibility to Parliament to tell Parliament, to inform Parliament, to what extent those recommendations have been implemented.

SHRI MADHAVRAO SCINDIA: How many times we have informed the House!

SHRI SUKOMAL SEN: You are saying that you have informed the House many times. But accidents also have been taking place. Mr. Scindia, you stop the accidents and I will stop talking of those recommendations. If you cannot stop accidents, I cannot also stop talking of those recommendations. I also feel bored when we raise these questions again and

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again. On the one hand, aircraft are crashing and, on the other, your trains are also crashing. So, where will the poor people go? How will we travel? When we travel by air, we remain in suspense as to whether we will land safely or whether we will land at all.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): I travel by train as far as possible.

SHRI SUKOMAL SEN: Now, again we remain in suspense as to what will happen when we travel by train. It is because the track condition, the bridge condition, the rolling stock condition — all these are bad. Now, Sir, I would like to say something about track renewal only.

If you go through the earlier budget papers, you will see that it has been said that twenty thousand kilometres of track renewal would be completed by the end of the Seventh Five Year Plan period. In this Budget, the Minister has come out with the claim that track renewal will be completed by the end of the Eighth Plan period! Track renewal is such a vital problem for the Railways that without that you cannot ensure the safety of the railways, not to speak of increasing the speed of the trains. In the earlier budget documents you have said that the track renewal would be completed by the end of the Seventh Plan period and now you say that it would be completed by the end of the Eighth Plan period and, when the Eighth Plan would be completed, we would be told that it would be done in the next century!

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): I think they have a full programme.

SHRI SUKOMAL SEN: Yes, if they continue in power. But if the people, after learning lessons from their experience, dislodge them and if a new Government comes, I do not know what will happen . Perhaps a better performance can be expected. But at least from this Government you cannot expect that by the end of this year any improvement can take place through them. That is the position now.

Coming to the other points, I will not dilate much on those points.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Your party has got 48 minutes and you have consumed 27 minutes.

SHRI SUKOMAL SEN: Twenty-seven minutes?

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Yes.

SHRI SUKOMAL SEN: Still 21 minutes are left. But I am keeping it in mind. That is why I said that I am not going to dilate on all those points. Now, I come to the question of personnel factor.

Sir, In this Annual Railway Report and also in his Budget Speech, the honourable Minister has very much euologized the railway staff and officers. Very good. They deserve this euology. But the point is how much you have strained the railway personnel. While blaming the railway personnel for railway accidents by saying that the human factor is also there, then what is the position of the railway employees? What has the Minister said? The honourable Minister says that in the first three years of the Seventh Plan, transport of freight rose by about 27 per cent while the passenger-kilometreage rose by 19 per cent. These are the figures and I do agree. But what is the position of the staff? The staff position in 1984-85 was that it was about 16 lakhs, in 1985-86, it was again about 16 lakhs, and in 1987-88 also, it is again about 16 lakhs.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI) : That means effeciency has increased.

SHRI SUKOMAL SEN: Yes. He says also that productivity has increased by 22 per cent among the staff. Simply saying that staff productivity has increased by 22 per cent does not mean anything because the staff are being overstrained. You are getting more work done by the same staff.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): It can be both ways.

SHRI SUKOMAL SEN: No, Sir. We have our own experience. We know how the staff are treated. We have our own personal experience No. You are risking the lives of railway passengers. Not only that. By that the Government is also violating many safety provisions which are essential. Many such provisions are being violated. And what about the condition of the loco-running staff, which is very vital for railway running and for safety? They are overworked. The Government has not agreed to 10 hours' duty. They are made to overwork-12 hours, 14 hours. So there is over-strain. The hon. Minister says that they have very cordial industrial relations and he has stated how the relations are improving. Sir, we know. We are in the trade union movement. I do not know whether you are aware of it.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): In my own home town there is a railway...

SHRI SUKOMAL SEN: Railway employees and workers are highly tortured and exploited. The whole railway bureaucracy do not listen. They do not try to understand anybody's problems. We have our personal experience. Even a petty officer like...

SHRI MADHAVRAO SCINDIA: Your problem is that our relations are cordial.

SHRI SUKOMAL SEN: Your relations are very cordial with a few people only, not all the railway employees. You recongnie only two railway federations. But for a number of railway unions which are unrecognied there is no negotiating forum. They cannot go to anybody. They cannot have their grievances ventilated. Even his party colleagues will agree how by confining recognition only to two railway unions they are depriving other unions which have representative character. Not only that. One thousand loco running staff is still out of service. What is their offence? This is how the railway authouities are dealing with the staff. Now they say that their staff relations are very cordial. These are not cordial. These are bitter. And if this bitterness continues, whatever development has to take place in the railways will be badly affected by the resentment of the staff and the grievances among the railwaymen.

Non, the Railway Minister is also trying to reap some political mileage so far as the non-Congress Governments are concerned. I want to talk about the whole of India. But I will also talk something about West Bengal. Sir, about the circular and metro railway what does the Minister say? He says that the State Government could not help the Railways by evicting the encroachments and hand over the land and so the work on these two projects has been hampered. Sir, does the Minister know that in Calcutta city about construction of metro railway what difficulties the State Government has to face, getting into litigation?

SHRI VITHALRAO MADHAVRAO JADHAV: It is only in Calcutta, nowhere else.

SHRI SUKOMAL SEN: Because of litigation the Government had to take a lot of trouble. Then he says that the State Governament could not help in removing the encroachments.

In regard to the Circular Railway, the State Government has repeatedly declared that they have removed all encroachments from the site of the Circular

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Railway. Even after this declaration that all the encroachments have been removed, the Minister says in his speech that because of the failure of the State Government, they could not do much. How will they do it? What is the provision? The budget provision for Circular Railway is only Rs. 2 crores for this year. What will they do with Rs. 2 crores?

Leave alone Calcutta. Come to Madras. How has the language been couched here? In regard to the Madras Beach to Luz transis project, the work has been done commensurate to the funds available. It means that you have no funds. Whether there is encroachment or not, it is not the problem. The problem is the fund. Even if there is no encroachment, you don't have any funds and you can't do anything. Even if the encroachment has been removed...

SHRI MADHAVRAO SCINDIA: Encroachment has not been removed. I have no where mentioned the State Government.

SHRI SUKOMAL SEN: You have mentioned it in your speech. You are trying to reap a political mileage. You are playing politics in the budget

SHRI MADHAVRAO SCINDIA: Please read out my speech.

SHRI SUKOMAL SEN: "I had informed the House on several occasions in the past that the progress of the two projects in the Calcutta area has been hampered because of the delay in handing over of some critical plots of land needed for the Calcutta Metro Project and removing encroachment on the existing railway land required for the Circular Railway project".

SHRI MADHAVRAO SCINDIA: Where is the State Government?

SHRI SUKOMAL SEN: Who will remove the encroachment? You speak about removing encroachment. Who will remove the encroachment? It is the State Government.

SHRI MADHAVRAO SCINDIA: I am very glad that the hon. Member has finally accepted it.

SHRI SUKOMAL SEN: You are taking political mileage. The State Government has removed the encroachment. Why don't you amend your statement? What you told is wrong. In your reply you tell the Parliament that encroachments have been removed.

SHRI MADHAVRAO SCINDIA: It has not been removed and the plots have not been handed over to us.

SHRI SUKOMAL SEN: Now he says: "Handed over". You have to see what the formalities are. You have Rs. 2 crores in your pocket. We would like to see what you do with these Rs. 2 crores. Next year you come to Parliament and tell us. Of course, I think that you will not be here next year.

I want to conclude by saying that the Railway Budget is an attack on the life and livlihood of the common people. It is an attack on the passengers. Without raising the passenger fare, they have taxed in different ways. Real expansion of the Railways has not been effected properly. I feel that some more funds should be collected from the Planning Commission for the Railways. The Planning Commission should see to it that some more funds are made available for the Railways. The Railways should also see to it that the developmental work takes place unformly in all the States and in all the regions of the county.

Sir, while concluding, I would like to give you one instance. It is not connected with the developmental work in the Railways. It is a humanitarian point. I would

like to draw your attention to it. The Party Congress of the CPM in Trivandrum ended on 1st January. Delegates were returning by Howrah-Cochin Express. A number of delegates were there, One of them was Shri Ratan Lal Brahman, an ex-M.P. He died on the way at Vijayawada. We searched for a coffin. The Railway authouities said that a coffin was not available. The dead body was put in the wagon. Rajahmundry station was informed to keep a coffin ready in the meanwhile. The train stopped at Rajahmundry station. The coffin was procured and the dead body was placed herein. Now, the Railway authouities have charged Rs. 250/- for the coffin. We can pay Rs. 250/-. Even I can pay it from my pocket. My point is that it is a humanitarian ground. A passenger-not just an ex-Member of Parliament-dies on the Railways. He dies and his people are charged Rs. 250/-for the coffin. What is this? At least they should be spared. There should be some humanitarian outlook in the Railways. I am telling this for future guidance. We do not know how many people will die on the Railway due to congestion, overcrowding and suffocation. But the Railways suould at least provide a coffin. Thank you.

डा० अबरार अहमद खान (राजस्थान): उपसभाध्यक्ष जी, मैं इस रेलवे बजट का स्वागत करता हूं और माननीय सिंधिया जी रेलवे मंत्री को इस बजट के लिए बधाई देता हूं । हमारे माननीय सदस्य ने अभी कहा कि यह बजट चालाकीपूर्ण बनाया हुआ बजट है । माननीय उपसभाध्यक्ष जी, एक समझदार आदमी ही चालाक हो सकता है, एक मूर्ख आदमी चालाक नहीं हो सकता । इस बात के लिए हमें गर्व है कि हमारे रेलवे मंत्री जी समझदार है और बड़ी समझदारी से हमारी रेलों को चला रहे है । अभी-अभी बड़ी चिंता कर रहे थे मेरे विपक्षी भाई कि अगर इसी प्रकार से चले तो उन्हें आशा नहीं है कि अगले साल हम यहां रहें या न रहें। उन्हें हमारी तरफ से दुबले होने की आवश्यकता नहीं है, वे अपनी फिक्र करें कि वे अगली बार यहां रहेंगे या नहीं रहे । यह हमें सोचना है कि हम यहां रहेंगे या नहीं रहेंगे। माननीय उप सभाध्यक्ष जी, मैं इस बात के लिए खुशी से रेलवे मंत्री जी को बधाई देना चाहता हूं कि इतना टिव एक्सपेंसेज़ बढ़ जाने के बावजूद परिचालन के बढ़ जाने के बावजूद आपने रेल मे किराया नहीं बढ़ाया और इससे खास तौर से जो मध्यम वर्ग है, गरीब वर्ग है इससे उसको काफी राहत महसूस हुई है, काफी मदद मिली है। जो मालभाड़े में वृद्धि की है उसमे भी इस बजट के अन्दर उन्होंने पूरा जो कन्ज्यूमर आइटम्ज़ हैं, मध्यम तबके के दैनिक उपयोग मे आने वाली वस्तुएं हैं उनके लिए पूरा ध्यान रखा है और उन चीज़ों मे पूरी तरह से छूट दी है चाहे उनके अन्दर खाने का नमक हो या फल और सब्जियां हों, गुड़ हो, खाद्य तेल हो, तिलहन हो, खली हो, चारा हो, पशुधन हो और अन्य वस्तुएं हों। तो इस बजट के अन्दर एक गरीब आदमी के लिए एक मध्यम वर्ग के लिए पूरी तरह से रियायत और सहायता देने की बात हमारे माननीय रेल मत्री जी ने सोची है और इसके लिए मैं उन्हें बधाई देता हूं। जो रियायतें मध्यम वर्ग के लोगो को दो वर्षो से दी जा रही थीं उनको उन्होंने चालू रखा है। जैसे उसके अन्दर खास तौर से युद्ध मे वीर गति प्राप्त करने वाले बहादुरों की विधवाएं, मूक और बधिर, किसान, अध्यापक, बच्चे, खिलाड़ी, संघर्ष में मारे गए पुलिस और भारतीय शांति सेना के जवानो की विधवाएं आदि हैं। तो यह एक महत्वपूर्ण रियायत है। इससे भी काफी रियायत मिली है। इसके साथ ही साथ इस बजट मे आपने बहुत सी नई रियायते भी दी हैं और उन नई रियायतो से हमारे बहुत से क्षेत्र ऐसे हैं जैसे खेल जगत है, खेल जगत मे खिलाड़ी का इससे काफी मनोबल बढ़ेगा, उत्साहवर्द्धन होगा। आपने खेल को प्रोत्साहन देने के लिए द्रोणाचार्य पुरस्कार प्राप्त करने वाले सभी व्यक्तियों को 50 परसेंट की रियायत दी है। रक्षा के क्षेत्र में हमारे सैनिकों के हौंसले बुलंद करने के लिए वीर चक्र व अशोक चक्र के पुरस्कार प्राप्त करने और मरने के बाद उनकी विधवाओं को 50 परसेंट की रियायत प्रदान की है। पुलिस प्रशासन के अन्दर सक्रियता बरतने के लिए जो भी पुलिस मे राष्ट्रपति पुलिस पदक तथा भारतीय पुलिस पदक प्राप्त करने वाले हैं उनको 50 परसेंट प्रतिशत की रियायत दी है। यह ऐसे क्षेत्र हैं जो पुलिस के अन्दर, सेना के अन्दर और खेल के अन्दर जो लोग हैं उनके हौंसले बढ़ायेंगे और इसके लिए उनको और उत्साहित करेंगे।

इसके साथ ही साथ इस बजट में जो एक विशेष बात है, आपने पहली बार इस तरह की बात की है कि जो हमारे वरिष्ठजन हैं, जो बुजुर्ग हैं, जो रिटायर हो जाते हैं और जिन को आयु 65 वर्ष हो जाती है जो आर्थिक दृष्टि से कमजोर हो जाते हैं और जिनको मैं यह कहता हूं कि मदद करने वाले बहुत कम मिलते हैं, आपने इस बजट में उनकी रियायत की बात सोची है कि जो भी 65 वर्ष से अधिक आयु के हो और जो 500 किलोमीटर से ज्यादा यात्रा पर जाएं उनको भी 25 परसेंट की रियायत देकर यह पहली बार इस प्रकार का कदम उठाया है । जबकि बुजुर्गों के बारे में आज तक कभी

[डा० अबरार अहमद खान]

किसी ने नहीं सोचा है जो कि 65 साल से ज्यादा उम्र के हो और हमारे माननीय रेल मंत्री जी ने इस बात को सोचा कि उनको जो रियायत दी है, इससे जो हमारे बुजुर्ग हैं वे भी यह बात महसूस कर रहे हैं कि हमारे लिए भी कोई सोचने वाला और उनकी दशा को भी कोई देखने वाला है। वह एक ऐसी वायु है जिसमें कि उनकी आर्थिक स्थिति खराब हो जाती है।

इसके साथ ही साथ यह जो 15 नई रेलें चलाने का बजट के अन्दर हमारे माननीय मंत्री ने प्रावधान रखा है इसके लिए भी मैं उनको बधाई देता हूं । इससे हमारा विकास होगा, हमारे देश का विकास होगा । लेकिन इस जगह मैं एक विशेष बात अवश्य कहना चाहूंगा, क्योंकि मैं राजस्थान से संबंधित हू और इन 15 रेलों में से कोई भी रेल न तो राजस्थान से होकर गुजरी है और न ही राजस्थान में चलाई है । इसके लिए मैं माननीय रेल मंत्री जी से अवश्य कहूंगा कि जब भी इस प्रकार की कहीं रेलों की बात आए या कहीं रूट बढ़ाने की बात आए तो सभी प्रदेशों को ध्यान में रखें और खास तौर से राजस्थान जैसा प्रदेश जो हमेशा सूखे से जूझता है और जिसमे कि अकसर सूखा पड़ता है । जिसके अन्दर 5 हजार 933 किलोमीटर लम्बी सीमा में से । हजार 70 किलोमीटर अन्तर्राष्ट्रीय सीमा है तो ऐसे प्रदेश के अन्दर रेलवे का विकास होना, रेलवे का होना बहुत जरूरी है । माननीय उपसभाध्यक्ष जी, मैं यह बात कहना चाहूंगा कि अगर हमारे देश की मुख्य धारा के रूप में मैं बड़ी लाइन को राष्ट्र की मुख्य धारा कहूं तो कोई अतिश्योक्ति नहीं होगी । राजस्थान एक ऐसा प्रदेश है जिसकी राजधानी तक भी बड़ी लाइन से जुड़ी हुई नहीं है । मात्र तीन जिले भरतपर, कोटा सवाई माधोपर को टंच करते हुए बड़ी लाइन निकली है, जो जयपुर राजस्थान की राजधानी है उससे 132 किलोमीटर दूर सवाई माधोपुर से निकली है। मैं इस अवसर पर माननीय मत्री जी से यह भी कहना चाहूंगा हालांकि प्लानिंग कमीशन ने इस बात को मान लिया है और वहां इसका सर्वे चल रहा है। और वहां इसका सर्वे चल रहा है। लेकिन मैं आपसे आग्रह करना चाहूंगा कि इसको सिर्फ सर्वे तक सीमित न रखकर तत्काल वहां बड़ी लाइन का काम शुरू किया जाय, जिससे जो राजस्थान में आए वर्ष अकाल पड़ता रहता है, उसका सामना करने में सहायता हो सके और अंतर्राष्ट्रीय सीमा पर जिस प्रकार से आजादी के बाद दो बार इस सीमा पर युद्ध हो चुका है, सुरक्षा की दृष्टि से भी राजस्थान का विकास हो सके।

मान्यवर, इसके साथ ही साथ मैं एक महत्वपूर्ण बात की ओर आपका ध्यान आकर्षित करना चाहूंगा कि राजस्थान में बड़ी लाइन तो नहीं है, लेकिन उसके अलावा जहां छोटी और बड़ी लाइन का संगम स्थल है, सवाई-माधोपुर, वहां से काफी सुपर फास्ट ट्रेन गुजरती हैं, जैसे-राजधानी एक्सप्रैस, जम्मू-तवी एक्सप्रेस, सर्वोदय एक्सप्रेस । लेकिन यह ट्रेने यहां नहीं रुकती है । राजस्थान के लोग बड़ी लाइन में बैठकर भी उससे लाभान्वित नहीं हो पाते । जो बडी लाइन राजस्थान में होकर गुजरती है और जो छोटी लाइन-बडी लाइन का संगम स्थल है सवाई माधोपुर, वहां भी इन गाड़ियों के न रुकने से हम उन ट्रेनों को देख सकते हैं, उनमे बैठ नहीं सकते । तो कम से कम एक ऐसे स्टेशन पर, जहां छोटी और बड़ी लाइन का संगम-स्थल हो, इन रेलों को रोका जाना चाहिए ताकि कोई राजस्थान का निवासी अगर राजधानी में बैठना चाहे तो राजधानी में बैठकर बबई जा सके, अगर जम्मू-तवी में बैठना चाहे तो सवाई माधोपुर से बैठकर जम्मू जा सके और अगर अहमदाबाद जाना हो तो सर्वोदय में बैठकर वहां जा सके

उपसभाध्यक्ष (श्री जगेश देसाई) : भुवनेश चतुर्वेदी जी इसका विरोध करेंगे, अगर कोटा खड़ी नही करेंगे तो ।

डा० अबरार अहमद खान : नहीं, मैंने यह नहं कहा कि कोटा ने खड़ी की जाए , लेकिन एक ऐस जगह जहां हम बड़ी लाइन की जरूरत महसूस कर र हैं, कम से कम जहां बड़ी लाइन की गाड़ी नहीं है अं जहां छोटी और बड़ी लाइन मिलती हैं, वहां तो कम कम उन ट्रेनों को भले ही दो मिनिट के लिए या पां मिनिट के लिए रोकना हो, रोका जाय ताकि राजस्थान निवासी सिर्फ उन ट्रेनों की शक्ल ही न देखें बल्कि उन बैठकर लाभान्वित हो सकें।

इसी के साथ साथ मैं एक बात और कह चाहूंगा कि सवाई-माधोपुर से जितनी भी ट्रेने चलती उनमें एअर-कंडीशन की व्यवस्था नहीं है। जो ब लाइन के फ्रंटियर मेल या डीलक्स के यात्री ए कंडीशन से आते हैं, उन्हें सवाई माधोपुर आते राजस्थान में गरमी होने, राजस्थान के सूखाग्रस्त ह राजस्थान के रेतीले होने का आभास हो जाता है । एअर-कंडीशन से आने वाले पैसेजर्स जैसे ही राज में प्रवेश करते हैं, सवाई माधोपुर से आगे किसी भी में कोई एअर-कंडीशन नहीं मिलता । जो आदमी से आ रहा है, उसके आगे से आ रहा है, एअर-कर्ड का वह पैसा दे रहा है, उसको आगे सुविधा नहीं कम से कम सवाई-माधोपुर में, जहां से चार ट्रेन च हैं, एक-एक फ्रंटियर मेल के नाम से, एक-पांच बीकानेर एक्सप्रेस के नाम से, एक-सुबह छह बजे च है, एक-12 बजे चलती है, इनमे से कम से कम

या दो ट्रनों में एअर-कंडीशन के कोच लगें ताकि जो इतनी दूर से मुसाफिर एअर-कंडीशन मे आए हैं राजस्थान के अंदर, वह आगे भी एअर-कंडीशन में बैठकर प्रवेश कर सके और उन्हे इस बात का आभास न हो कि किसी रेतीले या किसी रेगिस्तानी क्षेत्र में आ गए हैं। चलती हैं, सब में कोयले के इंजन लगे हुए हैं, चाहे वह मेल हो या एक्सप्रेस हो । तो कम से कम सवाई माधोपुर से चलने वाली इन ट्रनों मे डीजल इंजन लगाए जाए । इसके अलावा एक बात बड़ी अजीब मैं माननीय मंत्री जी को बताना चाहूगा कि सवाई-माधोपुर से जयपुर के लिए चार ट्रेन चलती हैं, चारों जयपुर आने मे लगभग बराबर टाइम लेती हैं। हां, कोई मेल है तो वह 10 या 15 मिनिट पहले आ जाती है, एकाध स्टेशन ऐसा है जिस पर वह नहीं रुकती है और इसलिए उसका नाम मेल रख दिया है, लेकिन किराया उसका 16 /- रुपए रखा है, जब कि आर्डिनरी का 8 /- रुपए है यानी दस मिनिट की बचत के लिए 8 /- रुपए की जगह 16 /- रुपए मुसाफिर को देने हैं। तो इस तरह की जो बातें हैं, उनको भी देखा जाना चाहिए और इस तरह का जो किराए का अतर है, उसमें सुधार किया जाना चाहिए क्योंकि आम आदमी इसकी खिल्ली उड़ाता है, हंसी बनाता है कि क्या फर्क है उसमे और इसमें, यह भी ट्रेन साढ़े तीन घंटे लेती है और वह भी साढ़े तीन घंटे लेती है, बस एक स्टेशन पर वह नहीं रुकती है, उसकी जगह किसी सिग्नल पर रुक जाती है और समय लगभग बराबर हो जाता है । तो यह छोटी-छोटी सी बाते हैं, आशा करता हं माननीय रेल मंत्री जी इस ओर ध्यान देंगे। इसी के साथ, ही माननीय रेल मत्री जी ने जो इतना अच्छा बजट दिया है, उसके लिए दुबारा आपका स्वागत करते हुए अपनी बात समाप्त करता हूं। धन्यवाद।

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Do not speak more now. The reaction is very good. All right, thank you.

Yes, Mr. Vincent.

SHRI M. VINCENT (Tamil Nadu): Mr. Vice-Chairman, Sir, I welcome the Railway Budget with a mixed feeling. I am happy that the passenger fares have not been touched. But I am unhappy about the 11 per cent steep hike in freight rates. This 11 per cent hike would eventually pass on to consumers as 22 per cent price rise. This freight hike will have an impact also on the prices of essential commodities like suger, rice and wheat. I plead that the increase in freight rate for the essential commoditeis must be exempted.

Sir, the Minister was happy to announce 15 new trains. But he has not made us happy in Tamil Nadu, Karnataka and Kerala. Among the new trains, only one is touching Madras.

The holy train between Varanasi and Tirupathy should be extended to Kanya Kumari to satisfy the pilgrims. Kanya Kumari is a holy place, as important as Varanasi and Tirupathy.

The Commercial Operating Superintendent, Southern Railway, recently announced that a superfast day Express between Madras and Tirunalveli would be introduced shortly. This news item was given wide publicity in all regional newspapers. This is a matter of regret that this train did not find a place even in the cluster of 15 new trains announced.

The total route kilometres of railway lines in Tamil Nadu are fare below the national average. This year's budget does not give us anything substantial. Out of the total amount of Rs. 3450 crores being spent this year for different works, Tamil Nadu gets just Rs. 60 crores.

It is regrettable that the Dindigul-Maniyachi broad-gauge has not been given due consideration. Continued neglect and worst treatment has been meted out to the Karur-Dindigul-Madurai-Maniyachi-Tuticorin new B.G. line project, with the allotment further pruned to Rs. 4 crore in the new year from Rs. 6 crore in 1988-89. The Dindigul-Madurai-Maniyachi segment will get completed only during 21st century at this rate of funding.

A new major railway bridge across the river Vaigai at a cost of half a crore of rupees has already been completed and waiting for B.G. train. There, in Madurai B.G. line bridge, the bride is waiting for the groom. Now the bridge is ready and I would like to know when the train will

[Shri M. Vincent]

run. I request the Railway Minister to allot additional funds for Karur-Dindigul-Madurai-Maniyachi B. G. conversion so that the works may be completed early. Highest priority should be given to the pending projects before taking up any new projects.

Sir, the Railways budget has greatly disappointed the people of Tamil Nadu. As per the poor allocation of Rs. 9.85 crore, the Mass Rapid Transit System in Madras will not take shape during the 20th century. For the Metro Rapid Transit System in Madras, the project sanctioned in 1983-84 was estimated to cost Rs. 54 crores and the revised estimate was Rs. 105.59 crores. in 1987, and it may be completed at a cost of Rs. 200 crores. Unfortunately, the funds sanctioned are very low as Rs. 5 or Rs. 6 crore year by year from 1984. This is against the annual requirement of Rs. 25 to 30 crores. During the last six years' period, only an amount of Rs. 33 crores has been spent on this work. The present estimate indicates the need of another Rs: 72.59 crores for its completion. If the Government is alloting Rs. 9 crores in a year against a total estimate of Rs. 106 crores, it means it is just like interest or escalation cost. To ensure that the project is completed before 1990, several letters from late lamented Chief Minister Dr. MGR were written to the Prime Minister and to the Railway Minister. But response from the Government of India was not encouraging. Now, the present Chief Minister has also written a letter to the Prime Minister to allot additional funds to expedite the work.

There has been a suggestion from the Centre that the State Government should also share the expenses of the metro railways. How does this arise? Who is going to run the metro rail? Is it the State or the Centre? Is the income going to be shared with the State. The Tamil Nadu Government has already suffered its share in the acquisition of land costing nearabout Rs. 50 crores. There ends the matter and the State's role.

This budget has totally neglected Tamil Nadu. I condemn the meagre allocation for MRTS. Since it is a surplus budget, the Minister should consider allotting more funds for the speedy completion of the project.

During the year 1987-88, besides a Budget provision of Rs. 4 crores, a Plan allotment of Rs. 5 crores was also made. Likewise, besides a Budget provision of Rs. 9.85 crores, I expect that there would be a Plan allotment of Rs. 15 crores during this year for the Madras Rapid Transit Project. I would plead with the Government to act fast so as not to waste the national resources because of the delay in allotment. I would suggest that the hon. Minister should fix a time-frame for the completion of the project.

Another important aspect is the speeding up of the 119-up and the 120-down Nellai Express. A distance of 300 miles from Madras to Madurai is covered in 7 hours and 40 minutes by two super-fast trains, namely, the Vaigai and the Pallavan Express. But we have the Nellai Express which is running on the same track and it takes 15 hours and 40 minutes to cover a distance of 400 miles. It takes 11 hours and 40 minutes for the same 300 miles and 4 hours for the balance of 100 miles. Sir, in 1971, when I was a student of Layola College, Madras, the Nellai Express used to leave Madras Egmore at 18.50 hours, in the evening, and reach Tirunelveli at 8.30 hours, in the morning. But today, after a lapse of 18 years, with all the improvements and sophistication, the same train starts one hour earlier and reaches one hour late. See the improvement! Two more hours of travel time in eighteen years! This is the plight of the people in Tamil Nadu in regard to rail travel. This is the only train which covers 14 districts from the north to the south. If the Nellai Express is run at the same speed as the Vaigai and the

Pallavan Expresses from Madras to Madurai, the People of the southern districts of Tamil Nadu would be able to gain four hours. I, therefore, demand that the Nellai Expres should be speeded up with stoppages at Chingleput, Villupuram, Tiruchi and Madurai There are several other trains to serve the intermediate stations. On the Madurai-Tirunelveli segment, there could be limited stoppages. The total running time between Madras and Tirunelveli should be reduced by three hours.

Railway facilities in Kanyakumari District are in complete neglect both by the officials and the Government. The prime reason for this is that it comes under the Trivandrum Division. I would take this opportunity to list our grievances. There was a proposal to have a coach complex at a cost of Rs. 5.5 crores at Nagarcoil taking advantage of the availability of land and water. For this purpose, two years ago, Rs. 5 lakhs were allocated for preliminary work. But the DRM, Trivandrum, has not released the funds because the project is for Kanyakumari. I would request the Minister to initiate action against the DRM, Trivandrum, for locking up the funds and blocking the proposal.

Then, Sir, it has been announced several times that the Madras-Trivandrum Mail will be extended up to Kanyakumari and that it would be known as Madras-Kanyakumari Mail. Even though all other infrastructural facilities have been commissioned the mail train has not been extended. Because of the internal politics in the railway zonal office at Trivandrum, this move is purposely being delayed. I would request the Government to take action to extend the train up to Kanyakumari. From the point of view of integration of India—we say 'Kanyakumari to Kashmir-India is one'—the railways decided to originate and terminate the long-distance express trains at Kanyakumari. But what is happening now? Train No. 19-down and 20-up Madras Mail, train number 901-902 Vivekananda Express and 903-up and 904-down, Ahmedabad Express which were originating and terminating at Kanyakumari were shelved without assigning any reason.

At the Nagarcoil station, there has been no improvement in the yard facilities, the signalling system and the interlocking arrangements. The mechanical department has not been provided even with a hydraulic jack. Facilities for the running staff for night halt have not been provided. One more glaring neglect is in regard to the Island Express which originates at Kanyakumari. Only two berths are available for reservation at 4.00 P.M. be booked at Trivandrum. It is not only a neglect but it is an insult to the people of Kanyakumari district. For Jayanthi Janata a *status quo* of sixteen berths is maintained even though the train originates at Kanyakumari at present. Kanyakumari is having this fate only because it is attached to Trivandrum Division. Sir, I request the Minister to take necessary action to annex Kanyakumari district to Madurai division.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Mr. Minister take note. He is saying that there is a quota of only two berths in a train which originates from Kanyakumari. Only two berths can be booked from Kanyakumari and the rest are booked at Trivandrum *(Interruptions)*. After all, pilgrims go there.

SHRI M. VINCENT: Sir, as regards the safety aspect, automatic warning system should be introduced on a larger scale. The hours of duty must be strictly adhered to. Intermediate checks are necessary. Primary renewals are needed. Automatic signalling should be increased. There are more than 2 lakh casual labourers. These workers should be converted into full-fledged employees.

[Shri M. Vincent]

Sir, whenever a rail accident takes place, we indulge in comparison with the railways of foreign countries to satisfy ourselves. I would like the Government to compare the speed of the trains in foreign countries. Now in Japan Bullet train runs at a speed of 300 kms per hour. In Germany, Transrapid runs at 310 kms per hour. In France, Grande Vitesse runs at 380 kms per hour. I urge upon the Government to be realistic in its approach and being about a dynamic change to touch these speeds at least in the 21st century with high technology. With these words I conclude.

SHRI KAMALENDU BHATTACHARJEE (Assam): Respected Vice-Chairman, Sir, I take the floor to lend support to the Railway Budget of 1989-90. Sir, all the opposition Members, true to their tradition, have levelled their criticism against the Railway Budget. Some have even described the Railway Budget as the 'Madhya Pradesh Budget'. But, if you want to be correct and precise, I would like to say that this is not the objective assessment of the Budget, this is just a subjective assessment. We all look at nature. Some find, the nature is beautiful, some find that nature is not beautiful. In this connection, I would like to quote one famous line from Coleridge and I quote:

"We receive but what we give.
In our life alone does nature live.
Ours is her wedding garment, ours is her shroud."

If there is an objective element in our appreciation of the Railway Budget, if we judge this Railway Budget from an objective standpoint, we shall have to say that this Railway Budget is an understanding, an appreciation of the total national economic scenario. If we just view it in isolation, we will miss something of it. If we just consider this Railway Budget in the background of the total national economy, we will be able to know the real truth, not the partial truth, not the half truth, not the subterfuge. Sir, I would like to thank our hon. Prime Minister Rajiv Gandhi for reposing great confidence in our Railway Minister Madhavrao Scindia and I am very pleased to see that his policy of continuity has paid rich dividends to the Indians at large.

Sir, under the able stewardship and guidance of Shri Madhavrao Scindia, the Indian Railways have reached new heights in the fields of growth, stability and progress. No praise is enough for him. I must frankly admit that back in 1985, I was Mr. Scindia's admirer. Now, to quote George Bernard Shaw, in 1989, I am his "infatuated admirer". Though the Opposition leaders level much of criticism against him, yet they also, in the course of private discussion either in the lobby, or in the Cental Hall, give him much credit.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): They give him credit here also.

SHRI KAMALENDU BHATTACHARJEE (Assam): Reminded of what immortal K.L. Saigal used to sing: "only a child can create with one hand and break it with the other. An adult and matured person can never afford to do it." The hon. Members of Opposition, while criticising the Railway Budget, forget this simple aspect. We all demand more of railway lines; we all demand more of electrification; we all demand more of dieselisation. We want more passenger amenities; we want introduction of more trains; we want more renewal of rolling stock; we want more renewal of railway tracks. We want more facilities; we want pay hike for the railway employees. But we are all sore about the recent hike in the freight structure. Sir, I am glad to say here that in the course of a private discussion a few days back, even one of the most-efficient Ex-Finance Ministers of India remarked that Madhavraoji is the best Railway Minister he has ever seen because this

year too he has been able to give Rs. 1700 crore dividend to the Central exchequer. This speaks for itself and it is indeed a great achievement with regard to efficient management and better financial administration.

But, Sir, as representatives of the public whom we represent, what is the public attitude? The simple public attitude is, the least we get, the most we demand. The more we get, the more we demand. If we get the most, we suppose we might be demanding the least. In the words of Bertrand Russell, "change is the only unchanging thing in this constantly changing universe." Formerly there was a time when we all believed in the famous saying which I quoted yesterday also in the presence of the Prime Minister: "Figures do not lie" But now if you go by Irving Wallace's "R Document", you get a person saying: "Liars figures to suit their needs." "Figures do not lie"-- this old saying has become obsolete, has become back-dated. We have got a new saying in Irving Wallace's "R Document" -- "Liars figure to suit their needs". Sir, it is a question that we are always dissatisfied. Reason behind is also there. The rationale behind this is clear and compelling. To quote Robert Browning, "The petty done, and the undone vast". Our expectations are very high. We want this to be executed; we want that to be executed; and we find that it is not being executed. So we easily feel frustrated, we easily feel concerned and disappointed. But we should view the whole situation in its all-India perspective. We, as Members of Parliament, always try to fight for our zone. It is very natural that I fight for my North-east. He will fight for East India. Somebody else will fight for Maharashtra. But while fighting for this, we should not grudge what Maharashtra gets. I should not grudge what Tamil Nadu gets, I should not grudge what Kerala gets. I should fight for my State. I should not grudge if another State gets more. I think, as Members of Parliament, true to the tradition of keeping our national unity and integrity, we should not grudge it. We should fight for our States, we should fight for our regions.

Sir, while I travel on the trains of the Calcutta metro railway, I feel great pleasure.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Just a minute. May I have the permission of the House to request Shri Mostafa Bin Quasem to take the Chair?

HONOURABLE MEMBERS: Yes.

[The Vice-Chairman (Shri Mostafa Bin Quasem) in the Chair].

SHRI KAMALENDU BHATTACHARJEE: This is my maiden speech under his Vice-Chairmanship.

THE VICE-CHAIRMAN (SHRI MOSTAFA BIN QUASEM): Thank you. Please continue.

SHRI KAMALENDU BHATTACHARJEE: When we travel by the metro rail way in Calcutta-it is the Vice-Chairman's home State--we really feel proud about what the Indian Railways have done. I must also give credit to the people of West Bengal in general and the people of Calcutta in particular, that they have kept such a very high standard of cleanliness in and around the metro railway. The railways alone would not have been able to maintain such a high standard of cleanliness. So, my special thanks to the people of West Bengal and the people of Calcutta for keeping such a high standard. But what I want to say is, this metro railway does not belong to my region or my zone or my State, but I am proud of it. When I travel by trains like the Rajdhani Express from Delhi to Bombay or from Delhi to Calcutta, or by the Pink City Express or the Taj Express, I really feel proud that we Indians have produced these trains and are maintaining them.

[Shri Kamalendu Bhattacharjee]

I may say that I have travelled the entire length and breadth of India, but I am sorry to say that I have not found one Indian because, whomever, I was asking, he was saying that he was either a Bengali or a Punjabi or a Tamil or a Telugu and nobody said he was an Indian. The railway is a case in point. The railway is a great unifier Each railway compartment is a mini India. That is why we find that whenever divisive and secessionist forces raise their heads, always it is the railway which is their first target. And my heart bleeds for the railway employee who died during the Bodo violence. My sincere condolences and sympathies to his family.

The railways have always done a lot for the promotion of sports. This year the railways have declared a lot of concessions for eminent personalities in the field of sports. I want more, because our Railway Minister, Mr. Madhavrao Scindia, is himself a very renowned sportsman; he represented his State in the game of Cricket. He is a very renowned sportsman and, under his guidance, the railways should do something--not only for its own employees They should start some scheme like "Catch them young", scout young talent and give them proper financial assistance so that they also can play their own part in the improvement of Indian sports.

I would like to thank and congratulate the honourable Railway Minister for the achievement of the NF Railway. Last year, Sir, due to the rainfall, National Highway No. 44 which links Assam and Meghalaya, Assam, Tripura, Mizoram and Manipur with the rest of India, this most important national Highway--you will be astonished to know--was closed for two months and 19 days. Something unheard of in history ! Such an important National Highway was closed for two months and 19 days. Generally it so happens that during the rainy season the railways become the first casualty and roads become the second casualty. But last year it was reversed. Thanks to the railway employees, the N.F. Railway, they worked round the clock. Right from the General Manager and high engineering officials down to the simple workman, everybody contributed his lot. Thanks to them, the life-line was not cut off except for a few days. I have already written a letter to the Prime Minister of India, appreciating the activities of the N.F. Railway, and I think that the Prime Minister has also informed them.

I want to convey my special thanks to the railway employees and also I want to convey my special thanks to the Railway Minister, Madhavraoji, for conceding to our demands for giving an A.C. sleeper from Silchar to Guwahati and also opening the railway refreshment rooms at Harangajao and Maibong in the hill section of Badarpur-Lalding.

I want to highlight in this connection some of the demands of the people of the North-East. I am not sure whether the figures available with me are correct or not. But I understand that Rs. 174 crores are required for completion of the jagigopa-Guwahati broadgauge line, and merely a paltry sum of Rs. 23 crores has already been sanctioned for this. Sir, I apprehend that with this sanction of such a paltry and meagre amount, this railway line might not be completed in this century Again, Sir, there should be a broadgauge line from Guwahati to Dibrugarh.

[**The Deputy Chairman** in the Chair].

Madam Deputy Chairman, alternative to the present hill section from Lalding to Badarpur, a survey has been conducted to have a broad gauge line from line from Lanka to Badarpur. This is the most important thing for the people of the area because you know that this route, this broad gauge line will help not only the people of Barak valley but also the people of Mizoram and Tripura to a great extent. There should be improvement in the present hill section. Already a survey

has been conducted to have a line from Jatinga to Harengajao. I want that the Railway Minister should give an assurance that this project would be immediately taken up for the benefit of the people of that particular area.

Sir, all the bogies, railway compartments which we find in our area are not at all good. Generally we had an understanding that sometimes high railway officials and high officials of other Central departments are sent to the North-Eastern area as a punishment. I wonder whether bogies are also sent there as a punishment. I do not know. But we are the worst sufferers. Whenever we board the trains, we find all the coaches and compartments are outdated. I demand that the Railway Minister should give his sharp and pointed attention to this aspect so that the facilities are improved.

Madam, the wagon carrying capacity should be increased. The Railways, have already claimed that they have increased it. But it must be increased to a great extent because we all know the gigantic public sector project, the Hindustan Papar Corporation at Pancharam is coming up, and when it will be producing to its installed capacity, everyday there will be great requirement of wagons. Especially during the rainy season every year, there is communication bottleneck. We remain cut off from the whole world for days together. There should be a buffer stock of foodgrains in the district of Cachar, in Tripura and also in Mizoram. For building up a buffer stock if this position of the wagon carrying capacity is not vastly improved, this will remain a handicap, and we will suffer permanently.

Madam, there are three new railway lines, Silchar-Jiribum, Lala-Bhairibi, Dharmanagar-Kumarghat. I urge upon the Railway Minister to complete within this year, 1989. The demand for this has been coming up every time in the past discussions on the Railway Budget. The Railway Minister knows it and he is also well-conversant with the fact that Silchar has to be made a model railway station. Efforts have already started. I demand that this project should be immediately executed. I also demand the repair and improvement of the KhataKhal bridge. The area nearby was threatened by erosion. Therefore, I want that the Railway Ministry takes up this project on a war footing, because there is a great danger of erosion of this particular area.

There are some hoardings all along the national highway route for the drivers. It reads: Be gentle on the curves. But there is a railway bridge very near Panchgram. Its curve is very dangerous and many accidents have occurred there. I would like the hon. Minister to give attention tc this aspect and alignment of this bridge that this dangerous curve should be straightened to avoid accidents.

Lastly I would like to draw the attention of the hon. Minister to another improtant aspect. In the Railway Budget there has been an eleven per cent hike in freight surcharge. Sir, even the Planning Ministry recognises that Assam falls within the special category States with regard to its planning. Therefore, it gives special concessions to the State of Assam. I would urge the Railway Minister either to exempt this 11 per cent hike in the surcharge on freight for the North-Eastern States or to slash down this hike considerably in our case to help the people of that area who are facing the bottlenecks for a long time for lack of communication—and, Madam, you also have personal knowledge about this. The whole hilly terrain and inaccessible areas are there. Therefore, The Railway Minister should consider this proposal sympathetically and exempt the whole amount of 11 per cent hike in freight surcharge or to slash down this surcharge considerably in our case so that people do not get affected adversely. For getting

[Shri Kamalendu Bhattacharjee]
supply of almost all commodities, we are depending on the Railways. There is no alternative means of transport as other States have. Therefore, I urge upon the Minister to consider this suggestion.

I would conclude by reciting an Urdu couplet for the hon. Minister.

बना के इस जहां को मिले गुलशन कर नही पाए
कांटे तो कुछ कम कर गये गुज़रे जिधर से हम।

उपसभापति: आपने रेल मंत्री जी के लिए अच्छा शेर कहा।

Now I have Mr. P. Upendra's name. He is not here. I don't think any of the Opposition members, who have given their names to speak, are in the house today.

SHRI BAIKUNTHA NATH SAHU (Orissa): I rise to support the Railway Budget for 1989-90. At the very outset I congratulate the hon. Minister for the performance of his Ministry in the movement of freight during the year 1988-89. But the hon. Minister has proposed a hike of 11 per cent in the freight rates in the Railway Budget for 1989-90. This will have a great impact on the economy of the country. This may lead to the increase in the prices of essential commodities. Therefore, I appeal to the hon. Minister to make some reduction in the rate of freight hike and see that prices of the essential commodities do not go up.

[The Vice-Chairman (Dr. R.K. Poddar) in the Chair.]

However, I thank the hon. Minister for having exempted freight hike from salt, fruits, vegetables, fodder for live stock, organic manures, oil seeds, oil cakes, edible oils and jaggery. Still I apprehend price rise of the essential commodities as it is seen from the explanatory proposal note of the Ministry for adjustments in goods freight rates for 1989-90. Here the freight charges of the essential commodities have been enhanced from 4 to 6 per cent and this enhancement of freight charges of the essential commodities need reconsideration.

Sir, railway is the life-line of the nation. Therefore, equal attention should have been paid in the development of railways in different parts of the country. Regional imbalance should be removed while new lines are sanctioned, new trains are introduced and funds allocated for the construction of sanctioned projects, particularly for the projects having economic importance. The Minister has stated in his budget speech about the introduction of 15 new trains. But it is unfortunate that not a single train is proposed to be introduced either in or through the State of Orissa. The State of Orissa is always neglected as far as Railways are concerned. Now, Orissa is having about 1900 kms of railway line of which about 1300 kms were constructed during the British rule and the rest in independent India. Still the railway network does not touch the interior areas of the State. The railway line crosses the State on its rim and, therefore its impact and opportunity is lost to the vast masses. It is often told that if the British had not felt the necessity of connecting Calcutta with Bombay in the West and Madras in the South, perhaps, occasion could not have arisen for laying railway line across the Western and Coastal Orissa. Those lines which were constructed since independence were laid for compelling economic reasons. I am giving one instance, how Orissa is being neglected in Railway. Jakhapura-Bonspani railway line is a sanctioned project. It has been divided into three phases. The first phase from Jakhpura to Daiteri opened for traffic in 1979.

[The Deputy Chairman in the chair]

The construction of the second phase and the third phase have not been started since then. The status of construction of Daiteri-Banspani rail line over a distance of about 146 kms is well known. It is one

of the instances where a project sanctioned by the Government of India was not taken up in the right earnest. The vast reserves of minerals and ores of Orissa have remained largely unexploited on account of absence or inadequate railway facilities. This line will not only open up one of the backward tribal areas of the country in the district of Keonjhar and Sundargarh of Orissa and Singhbhum district of Bihar but it will also provide access to Eastern M.P. The railway line will cater to the internal movement of coking coal from Paradip Port to Bokaro, rourkela and Durgapur steel plnats. There is further justification for construction of the railway line in connection with the proposal of an annual export of six million tonns of iron ore through Paradip port. It will be in the national interest to hasten the completion of this project. I urge upon the hon. Railway Minister to take immediate decision for completing the formalities including tying up of finance for early construction of this railway line.

Madam Deputy Chairman, now, I would like to speak a few words about some other lines in Orissa. The other important rail link for mineral traffic is the one which connects Talcher with Sambalpur. This again is a sanctioned project I am glad that the construction of this line has started. But the allocation made for this project is very inadequate. The pace of progress is very slow. God knows how many years it will take to complete the construction work if fund allocation is made at this rate. Early completion of this project is a prime necessity. I would request the hon. Minister for taking necessary steps to expedite the construction work.

Madam, a word about proposed Malkangiri-Jeypar rail link in Koraput district of Orissa. Koraput district of Orissa is one of the richest mineral-bearing areas of the country. Large reserves of limestone have been found in Malkangiri subdivision. Exploitation of these resources cannot be taken up unless they are connected by the railway. It is in this context, I urge upon the hon. Minister to implement the proposal to connect Malkangiri with Jeypur should be given urgent consideration. (*Time bell rings*). Madam, I am concluding. There has been persistent demand for the construction of a platform at Babil railway station. I request the hon. Minister to make necessary financial allocation to raise a platform at Babil.

Madam, the people of Keonjhar in Orissa as well as Singhbhum district in Bihar have been demanding the introduction of a passenger train between Tatanagar and Banspani. A double line is already existing there for the movement of freight. If a passenger train is introduced between Howrah and Banspani *via* Tata Nagar and *vice-versa*, thousands of passengers will travel every day on these trains. Therefore, I request the hon. Minister to examine the proposal and give due consideration in that regard. Madam, a large number of posts are lying vacant in different railway stations in Orissa. Those vacancies should be filled up immediately. Local candidates should be given priority in the appointment.

Lastly, Madam, I would like to request the Minister to improve the catering service in New Delhi-Puri trains. Most of the days Puri-New Delhi trains are reaching late. Punctuality should be maintained as far as possible. The passengers boarding the trains should have the rights and opportunity to reach destination in right time. I urge upon the Minister to take necessary steps to resume again services of a few trains connecting West Bengal to Puri in order to facilitate pilgrims to visit Lord Jagannath. Thank you, Madam.

STATEMENT BY MINISTER

Circumstances Leading to the Arrest and Subsequent Release of Shri Yaswant Sinha, Member, Rajya Sabha

THE MINISTER OF HOME AFFAIRS (SHRI BUTA SINGH): Madam Deputy Chairman, with your permission, I wish to inform the House that on the 25th February 1989 ...*(Interruptions)*...

Madam, Yesterday ...*(Interruptions)*

AN HON. MEMBER: There is lack of quorum.

THE DEPUTY CHAIRMAN: Let me count.

SHRI M.M. JACOB (Kerala): Madam, we promised in the morning that as soon as we get the information we will request the Home Minister to come here and tell us what exactly has happened. He has just got the information.

SHRI ARANGIL SREEDHARAN (Kerala): Before he comes the hon. Minister should have informed us.

THE DEPUTY CHAIRMAN: It is not a statement. If it was a statement, you would have been informed. On your behalf I had requested the Minister for Parliamentary affairs to expedite the matter and get the information. Urgency was shown yesterday and today. That is why we got the Home Minister to come as soon as he got the information. That is the reason. Otherwise, we take the responsibility and inform Members.

DR. R.K. PODDAR (West Bengal): Does the Minister propose to make a formal statement after all?

THE DEPUTY CHAIRMAN: He is informing us of what happened.

DR. R.K. PODDAR: Would there be a separate statement?

SHRI ARANGIL SREEDHARAN: Is he making a statement? What does he mean by information?

SHRI VITHALRAO MADHAVRAO JADHAV (Maharashtra): Madam...

THE DEPUTY CHAIRMAN: Mr. Jadhav, will you please sit down? I think I am capable of running the House. I do not need your help just now. When I need it, I will request for it. *(Interruption)*. He is asking me. He is asking the Chair. Let me have the pleasure of replying to him. Hon. Members may please sit down. What information he got he is giving. You listen to it. You can ask whatever queries or additional information you want later. Please, let him speak now.

SHRI BUTA SINGH: Madam, you were kind enough to direct yesterday that I would come to the House as soon as I got, the information and share it with this august House. It is under that direction that I am coming now. I am thankful to you.

I was saying that on 25th February 1989, there was an incident in Chandigarh over the action of enforcement staff against encroachment by 'rehriwallahs' in Sector 37 Market. A local Janata leader Shri Harmohan Dhavan, who organised a demonstration in this context, had subsequently to be arrested along with his followers. This was followed up by the plan of daily courting of arrest and a number of persons courted arrest between 26th February and 3rd March 1989. On 4th March, as part of this programme, a large number of demonstrators under the leadership of Shri Yashwant Sinha, Member of Parliament, Rajya Sabha, assembled near the Shopping Complex, Sector 17. They were led by Shri Yashwant Sinha, Member of Parliament, Rajya Sabha. They raised slogans against the Estate Officer and the Deputy Commissioner of Chandigarh Administration. The police on duty advised

them to be peaceful and not to disturb the peace and to disperse. Sector 17 Shopping Complex, as you know, is a prestigious area and any violence there would have had wide repercussions. As it is, Chandigarh stands notified as a disturbed area in view of its susceptibilities. The demonstrators, however, did not heed the advice and insisted on breaking the police cordon. They were accordingly arrested at about 3.30 p.m. and taken to the police station. In all 103 arrests were made including the hon. Member Shri Yashwant Sinha. At the Police Station, Shri Yashwant Sinha, being a Member of Parliament, was extended all due courtesy by the SHO of the police station. He was requested to take seat in the room of the SHO. Shri Yashwant Sinha declined and preferred to remain with his supporters. The hon. Member was also offered tea. But he preferred to have tea along with his supporters on their own. Arrangement for this were made accordingly Later in the evening, food was served to Shri Yashwant Sinha and his 102 supporters by the police. The Kalendras under sections 107 and 151 Cr.P.C. were produced before the SDM at the police station. He ordered their release on furnishing personal bond without any surety. Shri Yashwant Sinha and others, however, refused to furnish personal bonds. They were, therefore, remanded to judicial custody till 10th March 1989. As the District Jail in Chandigarh was already full and there was no other accommodation, the SDM further ordered that Shri Yashwant Sinha and others may be lodged in the District Jail, Patiala. Shri Yashwant Sinha was provided with a separate vehicle for journey to Patiala Information regarding the arrest of Shri Yashwant Sinha, MP, was communicated as per the existing instructions both by express telegram and wireless message at 9.10 p.m and 9.30 p.m. respectively on the 4th March to the honourable Speaker, Lok Sabha and to the honourable Chairman Rajya Sabha at New Delhi. I got in touch with the Governor of Punjab who is also the Administrator of Chandigarh and he issued instructions for the release of Shri Yashwant Sinha, MP. Information has been received from the Chandigarh Administration today that the SDM has issued necessary orders and Shri Yashwant Sinha, MP has been released.

THE DEPUTY CHAIRMAN: This is the information which the Minister has, which he gave on the request of the Members yesterday and the concern shown today when I asked the Minister of Parliamentary Affairs to convey to the Home Minister to get us the information. And they asked me whether he could inform the House about it because again tomorrow you would have been concerned about Mr. Yashwant Sinha's well-being. So the Home Minister has brought the information. If you want to have any queries about it, you are welcome though it is not a statement as such is why you were not informed beforehand; but still if you have any questions to ask, you are welcome.

SHRI SUKOMAL SEN (West Bengal): In the last part of the statement he has said that he has been released. He was arrested on 4th only on charges of violation of 144 and there was no other charge against him as per the statement of the honourable Minister. Now they wanted a personal bond. The honourable Home Minister knows very well, when you are arrested on charges of violation of 144 we never execute a personal bond to the police station or to the police officer. Usually we let you out and if some case has to be filed, we file the case in the court of law and we try you. In this case for so many days they were kept in custody for breaking 144. Why was he kept in custody? He had not committed any violence. He had not beaten anybody. He had not murdered anybody. What is the meaning of judicial custody? That point was raised but that point was not clarified by the Minister. Now he has been released. But when? When there was an uproar in Parliament from all

[Shri Sukomal Sen]

sides of the House, when Members protested and demanded his release, then only he has been released; otherwise, he might have been kept in custody still. So he should clarify why judicial custody.

SHRI BUTA SINGH: I am rather sad that the honourable Member did not listen to a single word of the information that I gave to this House. If he had heard me, he would not have said that he was arrested under Section 144. I cleared stated that he was arrested under Sections 107 and 151. I do not know from where he got this 144.

SHRI SUKOMAL SEN: Did he commit any violence?

SHRI BUTA SINGH: You have not paid any attention to my statement. Under Sections 107 and 151 he was remanded to judicial custody up to 10th March. That also you have missed.

SHRI SUKOMAL SEN: But why? What was the offence?

SHRI BUTA SINGH: That you should ask the judicial Magistrate.

SHRI SUKOMAL SEN: What was the offence?

SHRI BUTA SINGH: Under 107 and 151. That was the offence. He was remanded to judicial custody up to 10th March. Now, I am not the Magistrate.

THE DEPUTY CHAIRMAN: Mr. Sukomal Sen, Home Minister is Home Minister; he is not the Magistrate. The Home Minister is just giving you the information you asked for. Why the Magistrate did this or that, are we competent to ask this question in this House?

SHRI SUKOMAL SEN: Who frames the charges? The police frames the charges....

THE DEPUTY CHAIRMAN: Ask the Magistrate, not this House, not the Minister.

SHRI BUTA SINGH: The Magistrate asked these people who were arrested to offer personal bonds and get released. They did not comply with that. Therefore, they were kept.

SHRI SUKOMAL SEN: Did he resort to violence?

SHRI BUTA SINGH: Under section 107. Perhaps the honourable Member knows the law; under this section it is for breach of the peace in a given locality.

SHRI SUKOMAL SEN: Does it mean that your police officer can do anything he likes, whatever he likes?

SHRI PARVATHANENI UPENDRA (Andhra Pradesh): Did you pull up your police officers?

SHRI SUKOMAL SEN: Does anything amount to breach of the peace?

SHRI BUTA SINGH: I have not enforced this section. The Judicial Magistrate has enforced these sections. Now, the credit goes to the Chair and the honourable Members of this House that the Governor has kindly ordered the release earlier than required.

THE DEPUTY CHAIRMAN: Mr. Kulkarni also has given his name. Now Mr. Sreedharan.

SHRI ARANGIL SREEDHARAN: Madam, the honourable Home Minister has not furnished us all the information. From his statement I understand that my esteemed colleague, Shri Yashwant Sinha, was arrested because he went there with some of his followers and shouted slogans against the Divisional Commissioner. I do not know under which section of the Indian Penal Code or under any law a

person can be arrested for shouting slogans against somebody else. They were asked to stop shouting and to disperse. This, I think, is highly illegal.

The second thing that I want to know is this: Now, Mr. Sinha has been released. Now that he has been released, will the Government proceed with the case or will the Government drop the case against him for which he has been arrested?

SHRI BUTA SINGH: Madam, as I have informed the honourable House, the situation in Chandigarh is not that normal and ordinary which as prevailing in other cities. As a matter of fact, the towns in Punjab have to be kept free from any kind of commotion, especially in the busy market areas. You know the things that have been happening in Punjab, in the towns in Punjab. The police and the other authorities are taking extra precaution to see that nothing untoward happens. Therefore, I am not defending any action. But I must also, at the same time, presume that the authorities have taken precautionary measures and the section that they have enforced is perhaps the proper section that has to be enforced under such a situation. I will further inquire as to what was the situation. But it was a prolonged agitation of people from outside the city of Chandigarh. people were brought from outside Chandigarh and my information is that not many people from the local area joined the agitation. Therefore, there was a real threat of breach of peace in that locality and the authorities took these normal measures. There is nothing abnormal about it. And, Madam, if the honourable Member had asked his followers to comply with the instructions of the Magistrate, they would have been released then and there. But they insisted upon this. They have asked why such a long time has been taken. It is becuase there were 103 people and each individual case was to be registered and the papers were to completed and, therefore, more time was taken for this. Yesterday also I have siad that we have taken special care and he was given full security protection. He was given a special vehicle so that he is not put to any undue incovenience. And, Madam, he being a member of the Indian Administrative Service, the District Magistrate, the Commissioner and everybody, most of the officers, knew him personally. therefore, according to my information, he has not been put to any hardship in Chandigarh.

SHRI ARANGIL SREEDHARAN: Madam, he has not asnwered my second point. I wanted to know whether the case against Mr. Sinha will be taken up, whether he will be proceeded against. Will the Government continue and proceed with the case against him or will it be dropped? This is my second clarification which he has not answered.

SHRI DEBA PRASAD RAY (West Bengal): Madam, the honourable Members have expressed their concern about Mr. Yashwant Sinha and the honourable Home Minister has informed the House as to what action has been taken by him. But I would like to inform him throught your good offices that one Member of the Legislative Assembly of West Bengal, Mr. Ambika Banerjee, has been mercilessly beaten up by the men of his party *Interruptions.*

SHRI SUKOMAL SEN: What is this? *(Interruptions)*... How can he raise this here? *(Interruptions)* .

SHRI PARVATHANENI UPENDRA: How can he raise this now? .. *(Interruptions)*...

SHRI DEBA PRASAD RAY: He is a Member of the West Bengal Legislative Assembly. I want the honourable Home Minister to inform us as to what action he is taking to ensure the protection to the elected Members of the Legislative Assembly *(Interruptions)*...

SHRI SUKOMAL SEN: How can he raise it? *(Interruptions)...*

SHRI DEBA PRASAD RAY: Because he is a Member of the Legislative Assembly ...*(Interruptions)*... ladam, the person who was accompanying him was also beaten up . *(Interruptions)*...

SHRI SUKMAL SEN: How can he say all these things? ...*(Interruptions)*...

THE DEPUTY CHAIRMAN. The Minister is here ... *(Interruptions)*...

SHRI DEBA PRASAD RAY: I want the Home Minister to ensure that protection is given to the elected Membes of the Assembly .. *(Interruptions)*... people are being assaulted ... *(Interruptions)*...

THE DEPUTY CHAIRMAN: Please sit down .. *(Interruptions)*... ll of you, please sit down ...*(Interruptions)*... Please sit down.

(Interruptions)

SHRI PARVATHANENI UPENDRA: He cannot threaten like that. *(Interruptions)*...

THE DEPUTY CHAIRMAN: I will request the hon. Members to please sit down.

SHRI PARVATHANENI UPENDRA: he should withdraw. (*Interruptions*)

THE DEPUTY CHAIRMAN: Mr. D.P. Ray...*(Interruptions)*

SHRI PARVATHANENI UPENDRA: It is very serious. He cannot....(*Interruptions*)

THE DEPUTY CHAIRMAN: I request all of you to sit down. (*Interruptions*)

SHRI PARVATHANENI UPENDRA: He cannot threaten Members like that. He must....(*Interruptions*)

THE DEPUTY CHAIRMAN: Mr. D.P. Ray.....(*Interruptions*)

SHRI DEBA PRASAD RAY: I will teach you a very good lesson. (*Interruptions*)

THE DEPUTY CHAIRMAN: You are disrupting the peace of the House. Please sit down, all of you. (*Interruptions*) I request you to have peace. Just now we have been discussing disruption of peace outside. Let us keep peace over here also. (*Interruptions*) When I am on my legs, please sit down.

SHRI PARVATHANENI : the Member made some statement. He has....(*Interruptions*)

THE DEPUTY CHAIRMAN: Just a minute.

AN HON. MEMBER: He said that he would slap....(*Interruptions*)

THE DEPUTY CHAIRMAN: I am very sorry. When Members requested for a statement or inquiry, on the request of the entire House I asked the Home Minister and the Minister for Parliamentary Affairs to come and give them the information. I did not know that if the information comes you are going to disrupt the peace, in this House. We are talking of peace outside. We are now going to the next business.

AN HON. MEMBER: Who is disturbing? (*Interruptions*)

SHRI PARVATHANENI UPENDRA: What is your ruling?

THE DEPUTY CHAIRMAN: If he has said anything which is against the rules of the House, anything which is

derogatory, it will be expunged. I will see the record. (*Interruptions*)

SHRI PARVATHANENI UPENDRA: The threat of physical assult you cannot ignore. For that he should apologize, (*Interruptions*) In all fairness, he should be asked to withdraw .....(*Interruptions*) It is unfair. It is a bad precedent.

THE DEPUTY CHAIRMAN: Wthdraw what? Would you let me ask him to withdraw? (*Interruptions*)

SHRI PARVATHANENI : I request Mr. Ray to please apologize. (*Interruptions*)

THE DEPUTY CHAIRMAN: Unfortunately, all of you speak/together. (*Interruptions*) Just a minute. Mr. Upendra, please sit down. If you speak at the same time, I have only two ears. Both the ears hear the voice at the same time. I cannot hear differently. Let one person speak, Let me know what you want me to make him withdraw. (*Interruptions*)

SHRI PARVATHANENI : On a point of order, Madam. You have promised to expunge whatever uncalled for remarks are there or whatever unparliamentary word is there. But it is very clear that he threatened physical assault. He said, "I will slap you" with gestures. It is not good for the decorum of the house.

AN HON. MEMBER: Is it a point of order? (*Interruptions*)

THE DEPUTY CHAIRMAN: Please keep quiet, I have not heard it. Okay-,....(*Interruptions*) I did not see him slapping anybody. I cannot say that. (*Interruptions*) Just a minute. If he has said, " I will slap....", if it has come in the record, I will expunge it. I will request Mr. Ray not to use such words. We are all educated people. (*Interruptions*) If he has said...(*Interruptions*) Did you say such a thing?

SHRI DEBA PRASAD RAY: If the record reveals that I have said anything derogatory or unparliamentary, I will withdraw. And I will accept your decision also. But I must say on the floor of this House also that the way my people are physically killed and annihilated by them...(*Interruptions*) I will resort to the same position. Why not todo that? (*Interruptions*) I am making this statement on the floor of this House.

THE DEPUTY CHAIRMAN: He has said that if there is any derogatory remakr, he is sorry for it.

SHRI PARVATHANENI UPENDRA: The very gesture is not good. Let him regret it. At least let him say "sorry". He is a good man. He is a responsible member.

SHRI DEBA PRASAD RAY: There is no question of being sorry. I have said that if I have said anything unparliamentary or wrong, it can be expunged. (*Interruptions*)

SHRI BUTA SINGH: Madam, the hon. Member, Mr. Sukomal Sen, should not ask me such questions. Otherwise, I will also have to give some facts about West Bengal.

SHRI SUKOMAL SEN: We will discuss them.

THE DEPUTY CHAIRMAN: We must not tell Mr. Buta Singh how the Members behave. We must tell the House how our Members on both the sides behave.

SHRI BUTA SINGH: They should ask information on such matters where Members are killed. In a case where an hon. Member of this House was killed, how that inquiry was made?

Madam, the hon. Members wanted to know whether some inquiry has been ordered. I have to inform the House that a magistaerial inquiry has been ordered

[Shri Buta Singh]

to look into this whole agitation, the result thereof, what happended on 25th February, what happend subsequently and what followed. A magisterial inquiry has already been ordered.

THE DEPUTY CHAIRMAN: Now, let us bring our Railways on the rails.

SHRI A.G. KULKARNI (Maharashtra) Mr. Upendra, you have to be sympathetic to the Deputy Chairman who is doing a difficult work here. Both of you are fighting and she is doing a commendable job. You came from Hyderabad fighting with your boss. So, the problem has come.

THE DEPUTY CHAIRMAN: Thank you very much, Mr. Kulkarni, for your kind remarks about me. It is the entire House which is concerned. The tempers do run high. I think summer is coming. I think it has to have some effect inside the House also. I do not know what will happen in May.

SHRI GHULAM RASOOL MATTO (Jammu and Kahmir): I am happy that Mr. Yashwant Sinha has been released and he is on his way to Delhi.

THE DEPUTY CHAIRMAN: You can ask Mr. Yashwant Sinha how he behaved and how he felt.

Mr. Upendra, your name is listed. Will you speak now?

SHRI PARVATHANENI UPENDRA: No, Madam. I will speak tomorrow.

BUDGET (RAILWAYS), 1989-90 *Contd.*

श्रीमती सरला बाहन (उत्तर प्रदेश): माननीय उपसभापति महोदया, आपने मुझे रेलवे बजट पर बोलने का जो अवसर दिया है उसके लिए बहुत बहुत धन्यवाद.

उपसभापति महोदया, यों तो भारत की संपूर्ण अर्थव्यवस्था में रेल विभाग की अत्यंत महत्वपूर्ण भूमिका रहती है, किन्तु वर्तमान रेल बजट में माननीय रेल मंत्री जी ने जनता के हित में जो अभूतपूर्व निर्णय लिए हैं उसके लिए सर्वप्रथम मैं माननीय रेल मंत्री श्री माधवराव सिंधिया जी को तथा माननीय रेल उप मंत्री श्री महावीर प्रसाद जी को तथा रेल मंत्रालय के पदाधिकारियों को उनके परिश्रम के लिए और संतुलित और जन कल्याणकारी बजट पेश करने के लिए हार्दिक बधाई देती हूं.

[उपसभाध्यक्ष (श्री बी. सत्यनारायण रेड्डी) पीठासीन हुए]

महोदय, वास्तव में बजट ने यह साबित कर दिया है कि प्रधान मंत्री श्री राजीव गांधी का नेतृत्व व कांग्रेस सरकार जनकल्याणकारी सरकार है. बजट में माल भाड़े में जहां आंशिक वृद्धि की गई है वहां आम गरीब किसानों तथा मध्यम वर्ग के उपभोग की वस्तुओं जैसे नमक, फल, सब्जी, खाद्य तेल, खांडसारी, खली, पशुओं का चारा और पशुओं पर मालभाड़ा न बढ़ाकर राहत दी है. यात्री किराया या सीजन टिकट में भी कोई वृद्धि नहीं की गई है. राष्ट्रीय सम्मान से पुरस्कृत व्यक्तियों, वृद्धो, पुलिस पदक पाने वाले कर्तव्यनिष्ठ वीर लोगों को यात्रा में माननीय रेल मंत्री जी ने छुट देकर भारी राहत दी है. इन सब जनकल्याणकारी राहतों के लिए माननीय रेल मंत्री जी को हम साधुवाद देते है. श्रीमन, नई गाड़ियों की संख्या में वृद्धि तथा रेल विभाग में कार्यकुशलता को बढ़ाने के लिए की गई व्यवस्थाओं के लिए भी वे प्रशंसा के पात्र है। मैं इस सदन के माध्यम से रेल मंत्री जी से आग्रह करुंगी कि रेलों के समय पर आवागमन को और दरुस्त करे तथा प्रथम श्रेणी के सामान्य डिब्बों में बिस्तर उपलब्ध कराने की व्यवस्थाकरें जिससे यात्रियों को तो सुविधा मिलेगी ही, रेल विभागों को बिस्तरों के किराए के रूप में आय भी होगी.

5.00 P.M

मैं माननीय रेल मंत्री जी का ध्यान आकर्षितकरुंगी कि दिल्ली से आगरा होकर ग्वालियरजाने वाली ताज एक्सप्रेस से हटाये गये वातानुकूलित कोच पुनः लगाये जाये क्योंकि वातानुकूलित कोच हटाने से ताज एक्सप्रेस की गरिमा को काफी धक्का लगा। आगरा का पर्यटन की दृष्टि से भारत में महत्वपूर्ण स्थान है जहां देश विदेश के लाखों पर्यटकों का नित्य आवागमन रहता है। साथ ही ताज एक्सप्रेस को आगरा केंट प्लेट फार्म नं. 1 पर ही आने-जाने की सुविधा प्रदान की जाये।

अंत में मैं इस सदन के माध्यम से सरकार से अत्यंत लोक महत्व की दृष्टि से मांग करना चाहती हूं कि उत्तर प्रदेश में एटा, मैनपुरी अत्यंत पिछड़े जिले हैं जिनमें कोई उल्लेखनीय विकास कार्य नहीं हो सके हैं। रेलं विभाग ने भी इन जिलों की उपेक्षा की है। विकास के अभाव में यह जिले देश भर में अपराध ग्रस्त जिले माने जाते हैं। अतः इन दोनों जिलों को दिल्ली व लखनऊ की मुख्य लाइनों से जोड़ा जाय। मेरा विनम्र प्रस्ताव है कि अलीगढ़ से एटा, मैनपुरी तथा फरूखाबाद जिले से होती हुई कानपुर तक रेल लाइन बिछाई जाये जिससे इन तीनों जिलों का विकास हो सकेगा। दिल्ली, अलीगढ़, कानपुर हावड़ा रेल मार्ग इतना व्यस्त रहता है कि इस मार्ग पर डबल रेल लाइन बिछाने की आवयकता अनुभव की जा रही है। अतः मैं इन जिलों की जनता की ओर से विनम्र प्रार्थना करती हूं कि अलीगढ़ से एटा, मैनपुरी, कानपुर तक जी.टी. रोड़ के समानान्तर नई रेलवे लाइन को बनाकर कुछ गाडियों को इस मार्ग से चलाया जाये जिससे इन जिलों की जनता को भारी राहत मिलेगी तथा विकास की दृष्टि से इन अभिशप्त जिलों में विकास के द्वार खुल सकेंगे तथा यकानन रेलवे को भी दूरगामी भारी लाभ होंगे और डबल रेलवे लाईन बिछाने का मकसद भी पूरा हो जायेगा।

महोदय, 1989-90 की रेल योजनाओं के लिए 4450 करोड़ रु० का प्रावधान किया गया है। मुझे आशा है कि हमारे सुयोग्य युवा रेल मंत्री जी मेरी इस जायज मांग को स्वीकार करने की कृपा करेंगे। ऐसी आशा और विश्वास के साथ मैं इस अत्यंत संतुलित व लोक हितकारी रेल बजट प्रस्तुत करने के लिए माननीय रेल मन्त्री जी को हार्दिक बधाई देती हूं। वास्तव में यह बजट इतना अच्छा, इतना संतुलित और जन कल्याणकारी है कि हमारे विपक्ष के सम्मानित सदस्यों को भी आलोचना करने का मौका नहीं मिल पा रहा है खोजने पर भी। आपका बहुत-बहुत धन्यवाद।

SHRI GHULAM RASOOL MATTO: Mr. Vice-Chairman, Sir, I rise to support the Railway Budget. There is no doubt that there has been an increase in the freight charges to the extent of 11 per cent and it will definitely have an affect on the price index. But, I think, the situation that we now face is that either we have to have the railway lines and for that purpose we have to get money from any source or we stop short there and we do not do anything. Sir, we have been discussing the general Budget here and we feel and we know that the Indian exchequer is already charged with so many demands from so many areas. It is difficult for the Government of India, it seems, under the present circumstances, to allot more money for the railways. The Railways have per force, therefore, to seek measures as a result of which money comes to the Railways so that they go on with their on-going projects. I think, the important point that has to be considered is that the Railway Minister had to have a choice whether, in the existing circumstances, he would charge on the freight or he would charge on the passenger traffic. Taking into consideretion the large number of people who are travelling but at the same time taking into consideration the need that we must have money, it is inevitable that some money has to be raised. So, I think that if the passengers have been spared the agony of paying more, it is a welcome step.

Mr. Vice-Chairman, Sir, I was going through the figures with regard to the average deaths and injuries during the last five years. Now certain revealing figures have come to my notice because we are talking about accidents in the railways. I find from the records that in the year 1983-84, we had 87 deaths and 408 injuries. In 1984-85 we had 194 deaths and 498 injuries. In 1985-86, we had 77 deaths and 297 injuries. And in 1986-87, we had 114 deaths and 418 injuries. And in the year 1987-88, we had 103 deaths and 243 injuries. On these figures I wanted to calculate the percentage of its incidence. Mr. Vice-Chairman, Sir, I find that in spite of the accidents that have taken place-- there should be no accidents, we should all pray for it, and the railway authorities must work to that end that there are no accidents--, the percentage of casualties per million passengers has definitely come down. In the year

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1983-84 it was 0.16 per cent. In 1984-85, it went up to 0.21 per cent. But in the year 1985-86, it came down to 0.11 per cent. And in 1986-87, it is 0.15 per cent. And this year when we had alarming accidents, two in a day also, it has come only to 0.09 per cent. Taking that into consideration and taking the fact into consideration that ours is as good as a continent and not a country, the rate of casualties is reasonably low and we must congratulate the Government for bringing down the casualty figures. I have, however, one important point to make in this connection.

THE VICE-CHAIRMAN: (SHRI B. SATYANARAYAN REDDY): Can casualties be reasonable?

SHRI GHULAM RASOOL MATTO: Even one casualty cannot be reasonable. But what I am trying to emphasise is that in this country...

THE VICE-CHAIRMAN (SHRI B. SATYANARAYAN REDDY): We want that there should be no casualties.

SHRI GHULAM RASOOL MATTO: ... there are certain areas, for instance, the unmanned level crossings, for instance, some trouble here or some trouble there, these are the areas that can be remedied by our own actions by the railway staff and towards that end some efforts has been made by the railways, so that the number of casualties has been brought down. But our aim is that it should be zero and we must aim at having zero casualties.

In this connection, Mr. Vice-Chairman, I have a very important point to make because some years back, I was the first man to broach the subject that we must float bonds to meet the requirements of the railways, which is now being down. I would not take the freight earnings into account because passenger casualties are directly related to passenger fares that are received by the railways. I find that in the year 1987-88, the total income from passenger fares was Rs. 2,060 crores. In the year 1988-89 it went up to Rs. 2,470 crores. And in the year 1988-89 it has gone up to Rs. 2,544 crores.

Mr. Vice-Chairman, Sir, I was just calculating before you asked me to speak. I was not prepared for today's speech. I was just making a calculation, something I was working out, that this year, for the year 1987-88, the total deaths have been 103 and the number of injured is 243. The point is that apart from insurance that is regularly done by the airline, every passenger's family receives Rs. 1 lakh when he dies in an air crash. We must have a similar scheme in the Railways. Whenever an accident takes place we in this House or in the other House only request the hon. Minister to kindly give some ex-gratia amount as compensation to the victims. I was just making a small calculation. The Railway Minister while replying to the debate can announce that just as in the case of air travel, every passenger who dies in a railway accident will automatically get Rs. one lakh as compensation and every person injured will get Rs.10,000, and as I said, I was making a calculation that if that is so, what will be the situation. Now 103 passengers died in train accidents and if Rs. 1 lakh is paid for every death, it comes to only Rs. 1.3 crore, and if Rs. 10,000 are paid to all 243 passengers who got injured in train accidents, it comes to only Rs. 24 lakh, and the total amount of only Rs. 1.27 crore will have to be paid against the income of Rs. 2544 crore in 1989-90 as projected. And it comes to only 0.05 per cent. I sometimes felt that even the passengers can be asked to pay just half a per cent more as additional surcharge to cover automatic insurance. But the amount to be paid by the Railways in such accidents is so small that the Railways can themselves bear this cost. It comes to only 0.05 per cent

of their income which is very small compared to their total earning of Rs.2544 crore. My feeling is that this should be done and the passengers should not be left at the mercy of those settling their compensation cases. The thinking is that only the poor people travel by trains and if a poor man dies, he is not worth Rs. one lakh to be paid as compensation. But human life cannot be quantified in terms of money. Human life is priceless and has no value in terms of money or quantum. So I would request the hon. Minister that he should announce that from the current year, for all train accidents, automatically the passengers injured or those who die will get insurance money of Rs. one lakh for the dead, and Rs. ten thousands for the injured without any obligation besides any ex-gratia compensation that they might be paid, or any other help that the Railways might extend to the victims, like ex-gratia payment for cremating the dead, or carrying the dead bodies, and any other help.

My second point is, the hon. Minister stated that they have to pay Rs. 1700 crores as dividend to the Government of India during the current year. I feel this should be delinked. During the last forty years, if we see the picture, we will find that we have not been able to add more than 8000 or 9000 kilometres of railway lines to the 40,000 or 45,000 kilometres that we inherited from the British on Independence. Of course, the Minister will say it in his reply, but so far as my knowledge goes, it is not more than 9000 kilometres that we have added. In spite of the fact that our population has risen manyfold, our real progress so far as additional mileage is concerned, is very small during these last 40 years. Whatever railway lines are there, they were there from British days. So, in order to have an expansion programme exclusively for the Railways I suggest that the Government of India should pay the matching amount —as much as the Railways pay to the Government of India as dividend—exclusively for new railway lines. Right now, the new lines have to be constructed from the same Budget. The rolling stock has to be from the same Budget. Amenities are to be provided from the same Budget. But there should be funds exclusively for the expansion programmes. This dividend must be there and the Government must give a matching grant. This should be exclusively for the expansion programmes. This is my request to the Railways that they should not pay dividend to the General Revenues but get Rs. 1700 crores as matching grant exclusively for new lines.

The third point is in regard to the bonds. I think the bonds are going well. But I would like the hon. Minister to indicate in his reply the progress made in this regard. I hink the bonds need to be made more attractive because there are many other schemes. In the last Budget also, a 12-per cent bond series was floated. There is the NSC. There are also bonds by the UTI and other organisations. In fact, there are bonds galore. Therefore, the railway bonds need to be made more attractive. I think this can be done in consultation with the financial experts so that we get more and more money through these bonds. Only then, we will be able to help the Railways to progress. Otherwise, it is not possible for us to do anything in this connection.

Having said this, I now come to my State, Jammu and Kashmir. Sir, for the current year, for the Jammu-Udhampur line, only Rs 12 crores have been allocated. With this amount, I do not think that the promise made by the hon. Minister that the line will be completed by the end of the Eighth Plan will be fulfilled. Therefore, he should pay special attention to it. The hon. Prime Minister, when he visited Kashmir three years ago, made an announcement at Udhampur that the line would be completed within two years. It has now been staggered to five

[Shri Ghulam Rasool Matto] :

years. But when we see that the allocation is only Rs. 12 crores and when we find that only 13 per cent of the work has been completed so far—this is according to the reply given by the hon. Minister the other day in the other House—we feel that it would take another 50 years. I may not live to see this line. However, my dream is there. We are living in a scientific age. Here, I seek the support of Shri Shivraj Patil who is sitting here now. As you know, the road from Jammu to Srinagar is not dependable. There are blockades for several days even during summer months. This is so even when there is not much rain. We are thinking of an alternative Moghul road but it will take a long time. That also will not be dependable because it has to be laid at a height of over 16,000 feet at one point. There will be blockades. The only solution is that Kashmir should have a railway line. It is not difficult in this scientific age.

The hon. minister has said that Rs. 25 lakhs have been earmarked for the survey and that the survey by ther RITES is going on. I would like to know the progress of this survey. I hope the hon. Minister will indicate this in his reply. Right now, we have to exclusively depend upon air. We have to depend upon Shri Shivraj Patil. He has got only 49 planes. How can he give planes to me? How can he help me? I have no road to take my passengers. My economy is dependent upon toursim. If I am not able to take people to Kashmir, what is the way out? The only way out is that we should have a railway line. We should fix a time-frame. The Minister must give an assurance in this regard. I may not live to see this. I do not mind. But let my children, let posterity, benefit. They should be able to say that I have been able to get a promise fulfilled by the hon. Minister. In the last Session, the hon. Minister, Shri Mahabir Prasad, had stated that they would be making a bimodal survey. I would like to know what is the progress in this regard. Does he expect that this will be put in this Plan itself, that we will have a railway line up to Srinagar? If it happens, Shri Shivraj Patil will be saved from our pressures on him for getting a seat. Even today, I was not able to get a seat for my brother. I had to go every day to the Minister's room to get a seat by air on priority basis. The season has not started but we are not able to get a seat by air. We are not able to get a seat up to the 23rd March. Therefore, I would request the hon. Railway Minister that this thing should be considered. Then, Sir, we have no day train from Delhi to Jammu. This is very important. Unless we have a day train from Delhi to Jammu, we will not be able to mitigate the sufferings of the people. He has announced that 12 trains will run. Alongwith this he should also consider to have one day train from Delhi to Jammu.

Finally, there should be a broad gauge line from Jalandhar to Jammu. At present there is a metre gauge and only one train can pass and come back, there is no provision for the second line. Hon. Minister should give priority for having a second track from Jalandhar to Jammu.

These are my small requests. I hope the Minister will react to my suggestions and we will be able to get some good news from him.

SHRI VITHALRAO MADHAVRAO JADHAV: Mr. Vice-Chairman, Sir, I rise to support the Railway Budget presented by our hon. Railway Minister, Shri Madhavraoji Scindia. It is a great privilege to state in this House that our outstanding Railway Minister Madhavraoji has put the Indian railways on a proper track.

Sir, in the last two-three years our railways have made a tremendous progress. Madhavraoji Scindia has maintained

the rich cultural heritage of his forefathers. He is a very skillful Minister. Under the ablest guidance of our Prime Minister, Shri Rajiv Gandhi, in this modern age, with the introduction of science and technology in all fields including roadways, railways and airways, India is marching ahead. Actually, Indian railways is the soul of our Indian culture. As one of my friends has already said, when we go to a railway platform, when we travel by train, we get the real picture of India. We see that there is real secularism in the Indian railways. But as my friend was saying, in the last 40 years we could not add railway lines more than 10,000 kms. When India became free, we were having 41,000 kms of railway line in our country. It is an artery or a vein of our railways system. Railways is the only answer to remove poverty from this ancient country of ours. From that point of view, from that perspective and vision, our hon. Railway Minister has started doing the work on railways. One cannot but appreciate this Railway Budget. Of course, there are some opposition Members who are determined to oppose everything and for the sake of opposition only they may oppose this Budget. Otherwise, everybody else has appreciated this Budget. Some of the hon. Members in the Opposition have said that this is an 'election' budget. Certainly, it is an election year and every budget that is presented before election is going to be an 'election' budget. If you were in power, you would have done the same thing. But it must be seen what the railways offer to others' what its performance is, how it is working in our country. That is very important. If we look at the Budget of the hon. Railway Minister, Shri Madhavraoji Scindia, we will see that there is no increase in passenger fares, yet the railways have made a tremendous progress. Coming to its performance, in the Seventh five Year Plan transport output of the freight rose by about 27 per cent. and Passenger Kilometres by about 19%, both in broad gauge and metre gauge.

The net tonne kilometre for the broad gauge increased by 26% and for the metre gauge by 29%. It is not a question concerned with the transport system on broad gauge. Even on the metre gauge, though there is much demand from all corners of the country for conversion of metre gauge lines into broad gauge, if one were to see the increase in goods transport, there is a tremendous growth there also. So the railways have made progress because there is tremendous growth in the goods transport on the railways both on the broad gauge and the metre gauge. From that point of view, the hon. Railway Minister Scindiaji and his colleague, Shri Mahabir Prasad, deserve our congratulations and the House should whole-heartedly congratulate these two Ministers as they have taken lot of pains to improve the Indian Railways.

When we consider freight performance, in the year 1987-88, the railways lifted 318 million tonnes. That is the originating traffic. It was about 5 million tonnes above the budget target. So it crossed even the budget target. They have lifted 318 million tonnes. The budget target was 313 million tonnes. So our railways have given the best performance. It is not only the Ministers. The Ministers are monitoring the system. They have skilfully tackled and administered the railway's working system. But the railway officials, railway officers and all other workers engaged on the railways deserve our congratulations and I congratulate them whole-heartedly.

Another important aspect of the railway—financial performance—is quite effective. Again the budget estimate was Rs. 69 crores. The surplus achieved is Rs. 84.29 crores. So even in respect of financial performance the railways have given good figures.

Another perspective is that Shri Madhavrao Scindia has started 15 new fast express trains. Some of the trains are to be started from 1st of April or so. This

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is what is required for this country. Actually the routes are there. When we are having the raw material, the problem before us is how to convert that raw material into finished product. Whatever route or whatever tracks we are having, the main concern is how many trains we can run more efficiently and how these should be useful to the passengers. From that point of view, our hon. Minister, Shri Madhavrao Scindiaji has introduced about 15 trains. But when we look to this, except for one train from your place, Hyderabad to Nizamabad and from Ahmedabad to Pune, the Sourthern zone seems to have been neglected. I say that he has taken a very good step. But the trains are from Delhi to Meerut, Tirupati to Varanasi and all those places. It is not merely a question of bringing facilities to Delhi, Madhya Pradesh or Uttar Pradesh. That does not serve the purpose of railways. As the hon. Minister himself remarked Bombay is the main centre of the railways in India. Bombay gives about 35% revenue to the railways. So we want that there should be some fast trains from Bombay. I definitely welcome this Shatabdi Express which has been started from New Delhi to Bhopal. It should be there. But at the same time, it must be seen that Bombay or Nagpur should also be joined by such type of a Shatabdi Express. Nagpur is also a big city. It was once the capital of Madhya Pradesh. The capital of Madhya Pradesh is linked with the capital of India. In the same way, I request the hon. Minister to please joint the old capital of Madhya Pradesh with the capital of Maharashtra. Nagpur has become the second capital of Maharashtra. From that point of view, in the Southern parts more trains should be started. And I hope that it is not the end Our Minister has started the process of introducing new fast express trains and definitely he will consider our demand. In the southern area, there is a demand from Kolhapur, Pune and Ahmedabad for fast express trains because Pune is a big city, Kolhapur is a big city and Ahmedabad is a big city of Gujarat. So likewise, I will request the hon. Minister to introduce a Shatabdi Express from Bombay to Ahmedabad directly.

For distances of 600 to 700 kilometres we must have fast express trains so that we can reach the destination within five or six hours. Therefore, I request the honourable Minister to consider this proposal.

One of the major concerns of the railways, if I am right—though I am not concerned with the day-to-day administration of the railways—is track renewal. Our backlog of track renewal is 19,000 kilometres. This was to be cleared by the end of the Eighth Plan. Earlier it was said that it was to be completed by the end of the Seventh Plan, but due to the constraint of resources the Ministry has taken the decision tha the backlog would be cleared by the end of the Eighth Plan. But I request the honourable Minister not to extend it beyond the Eighth Plan. Please do not take it to the Ninth Plan. Please fix your targets in such a way that by the end of the Eighth Plan itself it is cleared, because track renewal is very important if you want to run trains efficiently, if you want to link important places with one another. Track renewal is a very important factor for running express goods trains and fast express trains. From that point of view, I request the honourable Minister to consider this. As my friend, Dr. Bapu Kaldate, has said, it is not the concern of the Railway Ministry alone, but the Finance Ministry and the Planning Commission also come in here. So, they must have a separate budget for track renewal, new lines and conversion projects. I whole-heartedly support the demand made by my honourable friend here

In the Nehru Centenary Year they have introduced the Nehru Yatri Tickets from 14th November 1988. It is a very good thing because the younger generation must know what Jawaharlal Nehru was and what Mahatma Gandhi was. So

many young people came to know about Gandhiji only after seeing the film Gandhi. Our younger generation must be well aware of the history of the freedom struggle and the cultural heritage of India. From that point of view they have introduced the Nehru Yatri Tickets and it is a welcome step.

Sir, my honourable friend has also said that free railway passes should be extended to the freedom fighters till the end of their life. Though it is not possible to extend them till the end of their life, in the Nehru Centenary year—which started from 14th November, 1988 and would end on 14th November, 1989—they could extend the concession up to 14th November 1990 for freedom fighters. That is my demand.

Now I am come to the important ıspect of gauge conversions. In this very louse I have been fighting for the last even years for one conversion project, hat is, the Manmad-Parbhani-Parli line. reviously its total cost was Rs. 30 crores ut now it has gone up to Rs. 148 crores. ill this year the railways have spent only s. 15 crores on this. I met the honour-)le Railway Minister in his office several nes. Our Chief Minister, honourable ıri Sharad Pawar, took a delegation to ıonourable Shri Madhavrao Scindia when : categorically said, "Please, at least nnect Aurangabad with Bombay. Au-ıgabad is an international tourist spot: : have Ellora and Ajanta Caves there. ırangabad is just 100-125 kilometres m Manmad. So, this meagre allotment two or five crores of rupees will not ve our purpose." The hourable Rail-/ Minister heard us carefully, and this e he has made a provision of Rs. 15 es for that project. I would like to gratulate the honourable Minister for ing this provision which is good. But is not the answer. Whether the vay comes from Bombay or Auran-ıd is not the question. Sir, you might knowing it, because previously we : concerned with each other—Auran-d and Hyderabad were in one —that Aurangabad is now the second major industrial town in Maharashtra after Bombay and it is the biggest tourist spot of India. From that point of view it would be better if another Rs. 15 crores are provided for this line. I have heard that the honourable Minister has already accepted the proposal for sale of bonds in the market for this project. If it is so, it is a most welcome step. If it is not accepted, I request the honourable Minister to accept the proposal for the sale of bonds for this project

Give the top priority. Earmark another Rs. 15 crores for this project. At least at the end of December, 1989 please complete this conversion from metre gauge to broad gauge from Manmad to Aurangabad. After that, if this project goes to Parbani and Parli, the total cost is Rs. 130 crores. Now it will not serve the purpose. So, what I would like to say is that the Ministry must accept the proposal for the sale of bonds in the market, they must earmark all the Rs. 138 crores and within two or three years this project should be completed. I am raising important points of my region.

Another important project which has been sanctioned is the Adilabad Parthani line. That was the same project, but it was cut down in the middle. It has been formulated that it will be like this—Manmad-Aurangabad-Parthani-Parli. But it was actually like this—Manmad-Adilabad. Later on the Railway Ministry has accepted this project, it has sanctioned this project. They have made a survey. But they have kept a token amount of Rs. 1,000. What is the cost of this project? The cost of the project is Rs. 117 crores. As my friend, Shri Bapu Kaldate has asked, how many thousand years are required to complete this project on such a scale? It will not happen in such a way. But any how the Ministry wants to show that this project is alive and that this is continued. For that they have made this token provision of Rs. 1,000. So, Sir, I request the hon. Minister to have a provision of at least

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Rs. 10 crores or Rs. 15 crores per year for this project. You know, Adilabad is an important town in Andhra Pradesh. Nanded is an important city of Maharashtra. Then Parbani, then Jalna and Aurangabad—they will all be connected. From that point of view, I request the hon. Minister, if not this year, in the coming year or in the supplementary grants to provide at least Rs. 5 crores to Rs. 10 crores for this project. Please do not make a joke of that project, Adilabad-Parbani, By just making a provision of Rs. 1,000. The people of our region are very much annoyed. So, I would request the hon. Minister. महावीर प्रसाद जी यहां हैं, मैं उनसे कहता हूं कि आप पर्सनल इन्फ्लुवैंस का इस्तेमाल कीजिये, हमारे यह पिछड़े हुये इलाके हैं, बैकवर्ड इलाके हैं, इनके लिए कुछ कीजिये। This is an economically backward region. We must give justice to it. That is our main demand.

Another thing is, my hon. friend, Mr. Shivraj Patil, is sitting here. There is one project in his district, in his constituency. He is a Minister. He cannot put his demands. So, on his behalf, I take liberty to express his views. There is the Miraj-Lathur narrow-gauge railway line. On that line, Pandarpur is a big pilgrim centre, a very holy place for Hindus. God Vithala's temple is there. Every year, four times in a year, approximately more than 5 lakhs of people visit that temple. There is a great difficulty to go to that place. God Vithala is a God not only for Maharashtrians but also for Kannadigas, the Andhra people and the Marathi people. All these three States are facing this difficulty. So, I request the hon. Minister to accept this project so that the god will give you a new boon and your railways will prosper again. Why are you avoiding our god, Vithala? My name is Vithala, but I am not god, Sir. I request that this project should be accepted. This is a very important project, and I must say that it is an artery for the development of Maharashtra. It joins Karnataka, Maharashtra and the western part of Andhra Pradesh. This is a very important line. I request the hon. Minister to do it. A survey has already been done. They are also at the stage of accepting this project. But accept it as early as possible and do justice to this place.

Another important thing is this. One survey has already been completed in this region. That is Ahmednagar-Bhir-Parli. Last time the Minister said that he had ordered the survey. I know that this survey has not been completed. That is also a very important line from Bombay to Parli and Parli to Hyderabad. More than 150 km. distance will be reduced. (*Time bell rings*).

I require only five more minutes.

From that point of view I request the hon. Minister to complete this survey.

Another important aspect is electrification of the railways.

The hon. Minister in his speech has stated that 33 per cent of the railway line has been electrified. Since railway is the main source of communication, I would request him through you to introduce the latest fast-moving magnetic trains in this country also as has been introduced in Japan, Germany and in other countries. I understand this new technology has been developed in our laboratories and research institutions. If it is true then it must be introduced in the field at the earliest. As the latest knowledge in the agricultural field has been made available to farmers, in the same way the latest technology has to be introduced in our railways also.

Now, I would like to speak on the problems faced in the Bombay city, which is the commercial capital of the country. In the local trains in Bombay it is impossible to get in, because there is a tremendous rush. On the one side you see the ocean, on the other side you see the ocean of human beings in the local trains. I had raised this very issue in the

House earlier. To relieve this tremendous rush in local trains I had suggested the increase in the number of bogeys from 8 to 13. The hon. Minister in answer to my question had also answered that there was a need for changes in the railway platforms there. If changes are to be made. they must be made early. If small changes have to be effected, they should be done early. And if you need a comprehensive planning for the changes, then as an interim measure, you increase the number of bogies from 8 to 13.

We had also demanded the linking of Kurla with Bandra. The Railway Ministry had also made a survey in this regard. They had acquired land also for the purpose, but we do not know where this project has gone now. I would request the hon. Minister to look into it for linking Kurla with Bandra.

Lastly, the railway lines from Kolhapur to Poona and from Manmad to Adilabad are on the South-Central Railway. In the South-Central Railway they are not having a proper approach. Therefore, I would request you to have those lines in the Central Railway and solve the problem of the region.

Before concluding I would say one more thing. As per my demand the hon. Minister has accepted our suggestion to start a new division at Nanded. He has made a provision of Rs. 15 lakhs for the purpose. I would like to thank him for this.

I would conclude by reciting a couplet that means if nothing is done. then what will happen.

"किसने जाना है बदलते हुए मौसम का मिजाज,
उसको चाहो तो समझ पाओगे फितरत उसकी

अपने दिल ही में नहीं है उसकी महसनी की आग,
उसकी आंखों में भी है शबनम ।
जरा आहिस्ता चल, आहिस्ता चल
मगर चल, रुक मत । . . जय हिन्द

डा. गोविन्द दास रिछारिया (उत्तर प्रदेश): उपसभाध्यक्ष जी, मैं आपके द्वारा रेल मंत्री माधव राव जी सिंधिया, श्री महावीर प्रसाद जी और सभी रेल कर्मचारियों को बधाई देता हूं, धन्यवाद देता हूं कि उन्होंने बहुत ही सुन्दर बजट पेश किया है। इस बजट में हमारे विरोधी दल के जो साथी हैं उनको भी ढूंढ़ना पड़ रहा है कि क्या आलोचना की जाये । उनके दिल से, आत्मा से तो उसकी प्रशंसा ही निकलती है, लेकिन जब उनको याद आता है कि हम विरोधी दल में बैठे हैं और कुछ तो आलोचना करनी चाहिए तब वे ढूंढ़कर उसकी कुछ आलोचना कर रहे हैं।

उपसभाध्यक्ष जी हमारे रेलवे मंत्री जी ने हमारी जन सुविधाओं और उपभोक्ता की सुविधा के साधनों को बहुत बढ़ा दिया है। शताब्दी एक्सप्रेस भोपाल तक पहुंच गयी है। मैं यह आशा करता हूं कि रेलवे का विद्युतीकरण जल्दी से पूरा हो जाये और वह बंबई तक जाने लगे। इससे लोगों को बहुत सुविधा होगी। इसी प्रकार आपको निश्चत समयबद्ध कार्यक्रम बनाकर सारे रेलवे में, मेरा रेलवे मंत्री से अनुरोध है कि जो मुख्य लाइनें है इनमे विद्युतीकरण शीघ्र पूरा किया जाए और जब विद्युत इंजन सभी लाइनों पर चलेंगे तभी रेलों की गति बढ़ाई जा सकती है। इसी प्रकार जो आपकी तेज़ रफ्तार की गाड़ियां बढ़ी हैं, वह सभी अन्य लाइनों पर भी बढ़ाई जाएं जिससे कि यात्रियों को आवागमन में वृद्धि हो। हमारे रेल मंत्री ने 15 अन्य गाड़िया चलाने की जो सुविधा लोगों के देने की बजट में घोषणा की है उसके लिए भी रेलवे मंत्री और उनके सारे रेल कर्मचारी बधाई के पात्र हैं। उनको वह जल्दी से जल्दी चलाएं और उनको चलाकर के तेज़ गति लाने की कोशिश करें। इसी के साथ-साथ रेल मंत्री जी से यह भी निवेदन करना है कि आपके सैन्ट्रल रेलवे का एक डिविजन झांसी है और आपकी जितनी गाड़ियां चल रही हैं, सभी जो रेलें वहां से निकलती है वे झांसी स्टेशन पर रुकती है और आपको आश्चर्य होगा कि वहां पर प्लेटफार्म की कमी होने के कारण ट्रेनें आउटर पर खड़ी रहती है और वे इस वजह से लेट हो जातीं हैं क्योंकि वहां पर गाड़ी खड़ी होने के लिए प्लेटफार्म की कमी है, इसलिए मैं यह निवेदन करूंगा कि इस कमी को दूर करने के लिए शीघ्र एक नया प्लेटफार्म झासी में, जो सैंट्रल रेलवे का डिविजनल हैडक्वार्टर है, वहां पर एक प्लेटफार्म और बढ़ा दिया जाए जिससे कि दोनों तरफ गाड़ियां रुकने की सुविधा हो जिससे कि जो गाड़ियां आती-जाती हैं, वे सही टाइम पर आ सकें। इसी प्रकार आपसे यह भी निवेदन है कि सैन्ट्रल रेलवे में मथुरा, आगरा, ग्वालियर, झांसी, ये बड़े

[डा० गोविन्द दास रिछारिया]

महत्वपूर्ण स्टेशन है उनपर आप कम्प्यूटर द्वारा रिज़र्वेशन की तुरन्त व्यवस्था करने का आदेश दें ताकि यात्रियों की सुविधाएं बढ़ सकें। मथुरा तीर्थ स्थान है जहां पर कि देश के अन्य भागों से लोग आते हैं, आगरा पर्यटक स्थल है, ग्वालियर भी पर्यटक स्थल से जुड़ा हुआ है। झांसी में महारानी लक्ष्मी बाई ने प्रथम स्वतंत्रता संग्राम शुरू किया, यहां पर भी बहुत यात्री आते रहते हैं और खजुराहो के लिए भी यहीं से यात्रियों का आवागमन होता है। इसलिए इन स्टेशनों पर आप आधुनिक सुविधाएं शीघ्र बढ़ाएं। जिन स्टेशनों का आपने डेवलपमेंट शुरू किया है, उनमें कोई काम बाकी न रहे, यह देखने की आप कृपा करें। जैसे झांसी में सैकिण्ड क्लास के मुसाफिरों के लिए कोई मुसाफिर-खाना नहीं है, उसकी व्यवस्था करने की शीघ्र आवश्यकता है। इसी तरह से मथुरा और आगरा स्टेशनों को भी देखने की आवश्यकता है, उसपर भी शीघ्र ध्यान देने की कृपा करें।

आपसे एक और निवेदन करना है कि आप इतनी प्रगति करते हुए , आजकल भी आपकी कुछ ट्रेने ऐसी हैं जो कि भाप इंजन से चलती है और उनमें कोयले के कारण काफी असुविधा होती है। एक ट्रेन जो कि बुन्देलखण्ड एक्सप्रेस के नाम से चलती है वह आधे रास्ते तो डीज़ल से चलती है और आधे रास्ते में कोयले का इंजन उसमें लगता है जिसके कारण उसकी गति धीमी हो जाती है और यात्रियों को भी काफी असुविधा का सामना करना पड़ना है। मेरा निवेदन है कि बुन्देलखण्ड एक्सप्रेस, लखनऊ और जबलपुर एक्सप्रेस इनको आप शीघ्र ही डीज़ल इंजन से चलाएं ताकि उनकी गति भी सुधर सके और उनके साथ-साथ उनके आवागमन की सुविधाएं बढ़ सकें।

आपने बहुत विकास किया है, कुछ सुझाव उसमें और जोड़ने की आवश्यकता है जो कि बहुत महत्वपूर्ण है और महत्वपूर्ण के साथ-साथ आपका खर्च भी उसमें साधारण होगा, उनके लिए आपसे नम्र निवेदन करना चाहता हूं। पूरे देश में जो बड़े स्टेशन हैं उन पर शुद्ध भोजन बनाने की व्यवस्था करें जिससे यात्रियों को हर स्टेशन पर और गाड़ी में ताजा और शुद्ध भोजन मिल सके।

एक और छोटी सी चीज मैं आपके ध्यान में लाना चाहता हूं जो बहुत महत्वपूर्ण है। आपके देश में जितने भी ग्रामों में बिजली पहुंच चुकी है उनके स्टेशनों पर भी आप विद्युत की व्यवस्था करें तथा गाड़ियों को भी विद्युत लाइन से जोड़ने की कृपा करें।

इसी प्रकार से एक और बहुत ही महत्वपूर्ण चीज है आपने स्वयं देखा है कि आपके स्टेशनों के बाहर जैसे ही लोग उतरते हैं मुसाफिर-खानों से वैसे ही गांवों में तो आपकी पक्की की रोड पड़ गई है, लेकिन आपके जो रेलवे के एरियाज़ हैं उनमें डामर रोड नहीं है। इससे बरसात में कीचड़ होने के कारण उनको भारी कठिनाइयों का सामना करना पड़ता है। आप यह जनरल आदेश देने की कृपा करें कि जिन स्टेशनों के पास डामर रोड नगर से स्टेशन तक आ चुकी है वहां रेलवे की जमीन में मुसाफिरखाने तक रेलवे रोड को जोड़ने के लिए डामरीकरण कर दिया जाये ताकि यात्रियों को बरसात में कीचड़ में न सनना पड़े और मुसीबतों से वे बच सकें यह व्यवस्था शीघ्र करने की व्यवस्था करें।

इसी तरह से आपका झांसी जो बड़ा जंक्शन है, स्वयं रेल मंत्री जी ने स्वीकार किया है कि वहां फुट-ओवरब्रिज होना चाहिए। आप उसका आदेश दें ताकि जल्दी से जल्दी उसको शुरू किया जाए और प्लेटफार्म नंबर 1 पर जो सीपरी बाजार की रेलवे की कालोनी है जिससे शिवपुरी करेरा आदि के लोग आते है उनको सुविधा हो सके। इसके साथ ही वे सीधे ब्रिज से आकर रेल पर चढ़ सकें, इसके लिए सीपरी बाजार की ओर भी टिकटघर की व्यवस्था की जाए ताकि लोग टिकट लेकर सीधे रेलगाड़ी पर चढ़ सकें। यह सुविधा शीघ्र करा दें और फुट ओवरब्रिज को बनाने की भी व्यवस्था करें।

महोदय, दिल्ली से जितनी गाड़ियां चलती है साउथ के लिए वे चंबल पर जब जाती हैं तो वहां एक ही लाइन होने से उनकी गति धीमी हो जाती है। आपने सारे डबल ट्रैक कर दिए हैं तो चंबल ब्रिज पर भी जहां गाड़ियों को रुकना पड़ता है या गति धीमी करनी पड़ती है, वहां भी डबल लाइन बनाएं ताकि दक्षिण की तरफ जाने वालों को और अधिक सुविधा हो सके और देर न हो।

महोदय, आपकी साबरमती ट्रेन में जैसा कि आपने बताया एक सैकिंड क्लास का स्लीपर एयर कंडीशंड का नहीं लगाया है लोगों की मांग है कि उसमें आप शीघ्र साबरमती एक्सप्रेस में एयरकंडीशंड कोच लगाने की व्यवस्था करें। जैसा कि हमारे अन्य साथियों ने कहा है, आपने सब को सुविधाएं दीं हैं जिसके लिए आप धन्यवाद के पात्र हैं, लेकिन स्वतंत्रता सेनानियों को भी इस लाभ से वंचित न रखें और मेरा आपसे निवेदन है कि उनके पास और दो साल के लिए बढाने की शीघ्र घोषणा करने की कृपा करें।

श्रीमन्, एक बात और आपसे निवेदन करनी है कि आपने मालभाड़े को बढ़ाया है और उसमें यह ध्यान रखा है कि जो नित्य की जरूरत की चीजें हैं, उपभोक्ता वस्तुएं है उनको मालभाड़े की वृद्धि से छोड़ दिया है लेकिन एक बात शायद आपके ध्यान में भूल से नहीं आई। पत्रकार जगत इससे प्रभावित हुआ है। जो भी पार्सल समाचार पत्रों के ट्रेन से जाते है उन पर भी आपसे निवेदन है कि मालभाड़े को न बढ़ाएं क्योंकि रेलवे को थोड़ा सा पैसा उनसे मिलता है।

मेरा आग्रह पूर्वक निवेदन है कि जब आप उत्तर दें उस समय इसको भी जोड़ दें कि जो भी पत्रों के पार्सल हैं जो सारे देश में भेजे जाते हैं उनको ऐसी सूची में रखेंगे कि उनका जो माल भाड़ा है वह किसी तरह से नहीं बढ़ेगा।

इन थोड़े से सुझावों पर विचार की स्वीकृति दें। रेल मंत्री जी आपको, रेल मंत्रालय को और रेल के सभी साथी जो कि भारत वर्ष में नम्बर एक का काम कर रहे हैं, विकास के कार्य में सबसे बड़ा योगदान करते हैं, अगर दुर्भाग्य से हमारा पड़ोसी देश हमला कर दे तो उसमें भी हमारा रेल मंत्रालय, रेल के साथी सेना के बाद दूसरे नम्बर पर बड़ा योगदान देते हैं उन सब को संसद की तरफ से और राष्ट्र के जितने वासी है उनकी तरफ से बधाई देता हूं और धन्यवाद देता हूं।

श्री मुहम्मद अमीन अंसारी (उत्तर प्रदेश): मान्यवर, आपका शुक्रियादा करता हूं कि आपने मुझे बोलने का समय दिया। रेलवे बजट समाजवादी रेलवे बजट है। गरीब मुसाफिरों के ऊपर बोझ न बढ़ा कर, यात्रियों का किराया न बढ़ा कर मंत्री जी ने काबिलेतारीफ काम किया है। रेल मंत्री जी और उनके अधिकारियों को धन्यवाद देना चाहता हूं कि इस साल इलाहाबाद में कुम्भ मेला हुआ जिसमें लाखें-लाख यात्रियों ने कुम्भ में स्नान किया। इस सिलसिले में चार महीने पहले मैंने रेल मंत्री जी को कुछ सुझाव दिये थे। मुझे खुशी है कि आपने अपने आधिकारियों के मशविरे से इलाहाबाद में ऐसे इंतजामात किये कि किसी भी मुसाफिर को, स्नान करने वाले को कोई दिक्कत नहीं हुई मैं इसके लिए मुबारकबाद देना चाहता हूं। खासतौर से इलाहाबाद डिवीजन के अधिकारियों को जिन्होंने इसमें बड़ी लगन से यात्रियों की सेवा की है, अपनी ड्यूटी को शानदार तरीके से निभाया है उनको भी मुबारकबाद देता हूं।

मुबारकबाद और देना चाहता हूं रेल मंत्रीजी को कि अभी उन्होंने नयी ट्रेने चलाई हैं, सुपर फास्ट ट्रेने चलाई हैं, बड़ी तेज रफ्तार वाली ट्रेन चलाई है। मंत्री जी बैठे हैं उनको पता होगा, मुझे बताया गया कि इनकी भी बड़ी देन है, इलाहाबाद से बड़ी मोहब्बत है इनको, गंगा-यमुना यहां आकर मिलती है, त्रिवेणी में, इनकी बड़ी श्रद्धा है त्रिवेणी में, मैं बराबर मांग करता आया हूं कि इलाहाबाद से सुपर फास्ट ट्रेन कानपुर या दिल्ली चलाई जाये। सालों से चारों तरफ से ट्रेनें यहां आती हैं लेकिन एक सुपर फास्ट ट्रेन इलाहाबाद से कानपुर और दिल्ली के लिए चलनी चाहिए। मुझे पता चला है कि एक अप्रैल से या पहली मई से सुपर फास्ट ट्रेन चलायेंगे जो इलाहाबाद से कानपुर और कानपुर से दिल्ली पहुंचेगी और फिर शाम को इलाहाबाद वापस आ जायेगी। इसीलिए मैं उनको मुबारकबाद देना चाहता हूं।

लाखों लाख लोग महाराष्ट्र से खासतौर से बम्बई से नौकरी करने आते हैं। उनका आवागमन उत्तर प्रदेश से बराबर बना रहता है। उत्तर प्रदेश से खासकर फैजाबाद वगैरह से उनका आवागमन लगा रहता है। भूतपूर्व मंत्री कमलापति त्रिपाठी जी ने कई ट्रेनें चलाई थीं। एक काशी-दादर एक्सप्रेस, जनता एक्सप्रेस पहले से बहुत पुरानी ट्रेन है हावड़ा-बम्बई मेल, और फिर एक सुपर फास्ट ट्रेन चलाई। अभी पांचवी चली है फैज़ाबाद बम्बई केवल एक ट्रेन है। सारी वाराणसी से ही जाती है। वह ट्रेन जो फैज़ाबाद-बम्बई नयी सुपर फास्ट ट्रेन चली है उसकी रफ्तार तेज की जाए। और 8-9 जिले इस ट्रेन से जुड़ते हैं और वे हैं फैज़ाबाद गौंडा, बहराइच, बस्ती, सुल्तानपुर, रायब रली इलाहाबाद और प्रतापगढ़। इन जिलों के लोग बम्बई में नौकरियां करते हैं और कारोबार करते हैं। उनके लिए भी ट्रेनें चाहिएं। उस ट्रेन को मैंने

[डा० गोविन्द दास रिछारिया]

देखा है, फैज़ाबाद से जो ट्रेन हफ्ते में एक दिन चलती है, उस पूरी ट्रेन में मुसाफिर भरे रहते हैं, लेकिन बनारस से जो ट्रेन चलती है उसमें मुसाफिर कम होते हैं। मेरी मांग है, उसकी रफ्तार को बढ़ाया जाये और फैज़ाबाद बम्बई की ट्रेन को जो अयोध्या नगरी की कहलाती है, राम की नगरी कहलाती है, उस राम की नगरी में रहने वालों को इस ट्रेन से रोजाना चलने से वंचित रखा जाये, उनको दूर जाना पड़े, यह ठीक नहीं है। इसलिए मेरा अनुरोध है कि इस ट्रेन को रोजाना कर दिया जाये एक इंसाफ आप और कर दीजिये तीन बोगी, तीन टायर की आप फैज़ाबाद से लगायें और कम से कम 30 सीटें सुल्तानपुर से होनी चाहिऐं जिससे अमेठी और दूसरी जगहों के लोग उससे सफर कर सकें और 30 बर्थ सुल्तानपुर और 30 बर्थ प्रतापगढ़ से हों और उसके दरमियान एक मऊ आईमा टाउन पड़ता है जिसका सीधा संबंध पावर लूम और हैंड लूम से है और जो इनका सेन्टर है, वहां पर एक स्पिनिंग मिल भी है, वहां के लोगों का बम्बई केसाथ आना-जाना होता रहता है, कम से कम 30 बर्थ तीन टायर के वहां पर रिजर्व होने चाहिएं। उसकी स्पीड को और आगे बढ़ाया जाना चाहिए। मऊ आईमा में फैज़ाबाद बम्बई ट्रेन ५ मिनट रोकी जाए।

मान्यवर, एक बात मैं और कहना चाहता हूं इलाहाबाद स्टेशन जहां से बंगाल की तरफ पंजाब की तरफ और महाराष्ट्र और दक्षिण की तरफ को ट्रेनें चलती हैं, वहां पर बहुत अच्छा इंतजाम होना चाहिए। वहां पर ट्रेनों में सफाई का इंतजाम नहीं रहता है, रोशनी नहीं रहती है और तीन टायर की रिजर्वेजन में मुसीबतें होती हैं। शादी-विवाह और लग्नों के सिलसिलें में लोग बम्बई से हजारों की तादाद में उत्तर प्रदेश आते हैं। शादी-विवाह के मौकों पर, अप्रैल मई और जून में ट्रेनों में रिजर्वेशन का खासतौर पर इंतजाम होना चाहिए। उत्तर प्रदेश के लिए, देहरादून, गोरखपुर, लखनऊ, फैज़ाबाद वाराणसी आदि जगहों के लिए स्पेशल ट्रेन्स चलाए जाने का इंतजाम होना चाहिए और कम से कम हफ्ते में तीन स्पेशल ट्रेन्स चलनी चाहिएं। इन शब्दों के साथ मैं आपका आभारी हूं, आपने मुझे बोलने का वक्त दिया। मैं मंत्री जी को भी बार-बार बधाई देना चाहता हूं कि राजा होते हुए भी समाजवाद में उनका जबर्दस्त विश्वास है और उन्होंने यह एक समाजवादी बजट पेश करके एक बहुत अच्छा रेलवे का कारनामा किया है।

THE VICE CHAIRMAN (SHRI B. SATYANARAYAN REDDY): The House now stands adjourned and will meet at 11 A.M. tomorrow, the 9th March, 1989.

The House then adnourned at four minutes past six of the clock till eleven to the clock on Thrusday, the 9th March, 1989.